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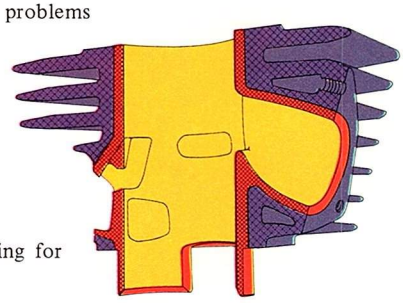
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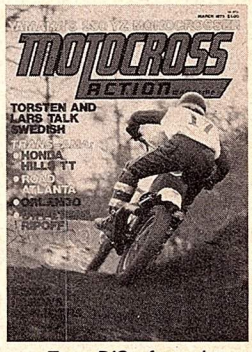
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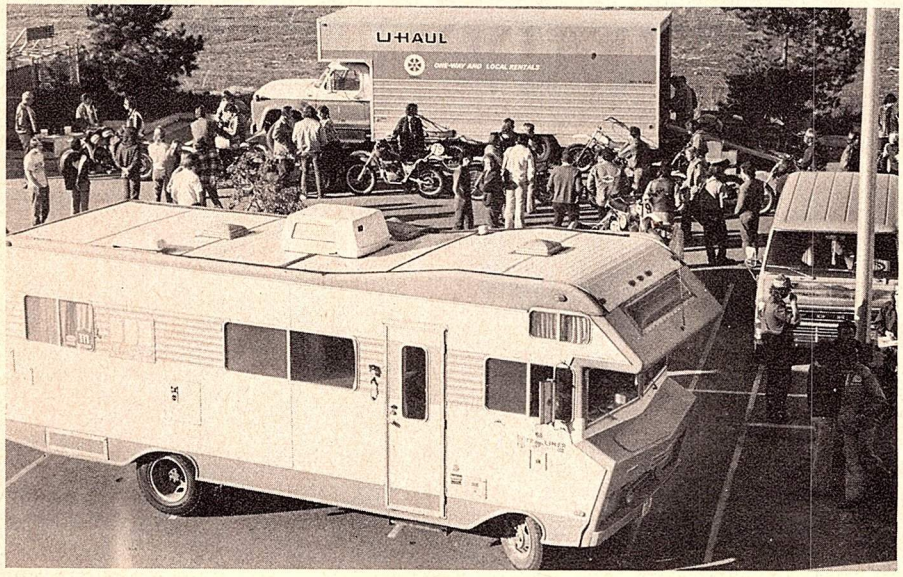


Tony DiStefano shows his CZ's rear to the folks at Honda Hills, in Ohio. (Miller photo)

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ON THE MAINJET

By DICK MILLER



"Get out of my motel, you Hell's Angels! I don't want any greasers staying *here*." These words weren't coming out of the TV set, but were being spoken directly to the U.S. Suzuki entourage by the owner of the Sands Motel in Livermore, California.

The recipients of this barrage of irrational verbiage were mostly Japanese, and they were slightly confused by what was happening. They hadn't done anything to offend anyone. They had simply checked into a motel where prior reservations had been made and were starting to prepare Roger DeCoster's and Gerrit Wolsink's bikes for the San Francisco (Livermore) Trans-AMA at Carnegie Cycle Park. They were clean, quiet, well-mannered and kept to themselves. What had they done to elicit the wrath of this motel owner? They had motorcycles with them! It's as simple as that! In the feeble, stereotyped mind of this motel operator, they were one-percenters, greasers, Hell's Angels, ad infinitum.

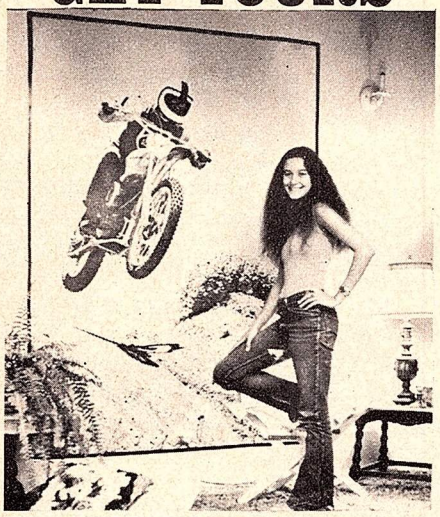
I can't imagine what this man thought when he had accepted the reservation in the first place. He must have figured U.S. Suzuki was just another producer of TV sets or something more "reputable" than motorcycles. He was horrified when they checked in with their bikes and promptly rectified his mistake by kicking the team out of his motel — and rather crudely, I must add.

The Japanese distributors of motorcycles in the United States have gone to great lengths and have spent (and *are* spending) prestigious amounts of money in this country to give the sport of motorcycling the proper respect it deserves. It also helps to sell motorcycles; but nevertheless, it is helping our image — *I* think. Where are we now? Obviously our image is better, it has to be. There are now ten million motorcycles in the United States, according to the last obscure report I received. This figure alone would seem to help our position of respectability and acceptance, but it still hasn't reached the people who are like the operator of the Sands Motel. Maybe he was scared by the unmuffled exhaust of a motorcycle when he was a baby or lives next door to a biker who likes to blip his throttle at ungodly hours of the night. However, I would be more inclined to think he is one of the many people who is programmed by his TV set. Everytime they rerun "The Wild One," he runs for his gun — or he kicks any motorcycle-related individuals out of his motel.

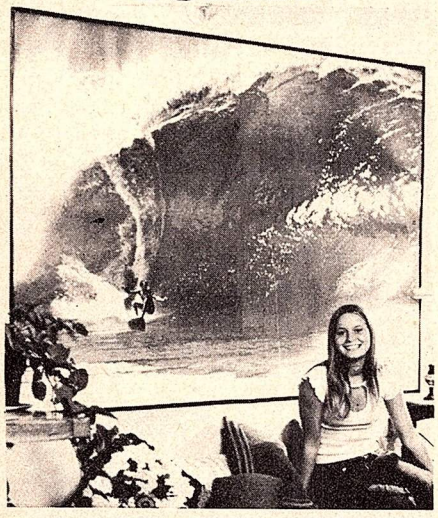
I'm really concerned about the effect of some of the TV exploitations of motorcycles. It seems that there are certain producers or directors who resort to showing motorcycles terrorizing someone or something in order to make up for a very poor script. I recently had the misfortune of viewing an episode of "*Get Christy Love*" in which five or six bikers terrorized Christy because she was figuring out who killed someone. As they made charges at her with their bikes, she stood in the middle of the group and fended them off with karate chops. Not very realistic, but predictable. The hilarious part of the whole thing was that these "chopper" riders were on two-stroke Huskys and Yamahas. They suddenly appeared in the program wearing cut-off jackets with club insignias, the Vikings M/C, on the back. They wore headgear consisting of old army helmets with horns stuck on to identify with their club name. One rider wore a leather helmet like the old aviators used to have and which is still seen worn by some chopper riders on the street. We never knew by the story why they were even there. It was pure sensationalism.

I can't fault the stunt riders, several of whom I recognized, for taking the job. The people I do fault are the cheap producers and directors who exploit our sport and titillate their audiences at our expense. Apparently many people believe this drivel because of their actions. I talked to many of the residents of Twin Falls, Idaho, before the Evel Knievel affair, and they were *really* paranoid. To the majority of these people, *all* bikers were Hell's Angels. The rumors flying around town were unreal. Residents were told to lock their

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doors and keep their guns ready and loaded. One of the telephone operators I talked to said she heard there were 600 Hell's Angels camped in the hills just north of town. She actually believed it!

The news media, including TV, still exploit the biker image to some degree. In small towns the local newspapers still jump on us if the least little thing happens with a motorcycle. It's not so bad now, because we aren't the minority that we used to be, but it's still there. If you think about it you could probably come up with some examples of your own that have bummed you out. In my case I can remember how infuriated I was over not being served in a restaurant because I was wearing a motorcycle-oriented T-shirt. At least that's the only reason we could come up with.

It happened in 1970. I was with Frans Sigmans, Arne Kring, Stig Petterson and Alan Clough. Frans' manager was with us also, but I forgot his name. In any event, it was the first trip to the United States for some of them. We were driving from Saddleback Park to Denver, Colorado, non-stop. It was a 24-hour drive between the July 4th race on Thursday at Saddleback to Coal Creek track in Denver. We had very little time between the races, so we left directly from Saddleback and drove straight through to Denver. We stopped several times to eat and Vail, Colorado, was one of our stops.

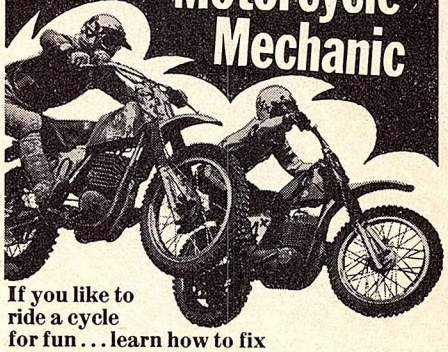
Leaving Vail in the direction of Denver there was a roadhouse-type restaurant that catered to a transient clientele. One of those Trailways buses had deposited its customers at the restaurant for dinner before continuing on to wherever it was going. It was by no means a fancy restaurant. There were other people in the place wearing the typical summer clothes of jeans and T-shirts. A couple of us wearing T-shirts had motorcycle logos on them, which wasn't any big deal. We weren't scroungy, but we looked like we had just driven a thousand miles. Which we had. We finally realized that we had a problem when the waitress served the people in the booth next to us. No big deal, except for the fact

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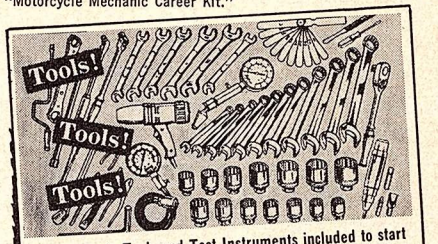
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BAZ'S BOX

by Paul Boudreau

Once upon a time, believe it or not, there was this lady motocrosser named Cindy Ellen. Now Cindy Ellen was a fox, a *real* fox. She had long brown hair and green eyes and a smile that would make your putter flutter. She was tall, not too tall, but *nice* tall with broad shoulders, real muscles in her arms and the kind of legs that only motocross girls have. Her skin was smooth and dark, her body solid. Always smiling, healthy, full of life; she was boss, the kind of girl you sit out in your garage at night and think about.

And she could ride, I mean really *ride*. Wasn't afraid of laying it into a berm or holding it WFO over jumps. She even gassed it on downhills and when she felt like playing around, she would peel off long wheelies and do cross-ups and whips. When she was on the track, the guys in the pits ("pit peacocks," she called them) would just stare in dreamy disbelief.

Cindy Ellen had just about everything going for her except for one *big* problem. For some reason or other she lived with her two mean and ugly motocross step-sisters. They were so mean they would try to start their bikes with the gas off just for the pleasure of kicking something, and were so ugly the referee would make them wear full face protectors so they wouldn't scare the scorekeepers.

They were nasty and cruel to Cindy Ellen and made her do all the work. They made her take care of their bikes, a CZ and a Husky; clean them, maintain them, keep them adjusted and tuned, fix them, change all the tires, everything. She had to clean their boots and leathers and launder their jerseys and socks. She never had any time for her own stuff, so it was no wonder her gear was all ratty and scummy and her bike, a crummy old Kawasaki G80, never ran. Didn't matter much, though, because when Sunday rolled around she never got to go racing 'cause her mean and ugly step-sisters made her stay home and clean out the garage and put all the tools away. She only got to ride about once a month during the week when the track was all burnt, but it kept her sharp.

One day there was a full-page ad in *Cycle Noise* announcing a big night motocross the following Saturday at Indian Domes. It would be for girls only, and Kenny Dart, the foxy National star, would be there to present the winner's trophy.

"HOT DOG!" cried Cindy Ellen, "a night race just for girls. I sure would like to get in on that. And I sure would like to get my hands on Kenny Dart," she added, twirling a lock of soft brown hair thoughtfully around her slender finger.

So that Saturday she got up early to spend the day working on her bike and getting her equipment all sanitary so she'd look boss at the race. But no sooner had she gone out to the garage when she heard her mean and ugly step-sister's shrill voice shreak down from the bedroom window.

"Cindy Ellen! Cindy ELLEN! Before you do anything, my Husky needs new fork seals and I want you to put on a new rear tire."

"And my CZ," croaked the other M&U S-S, "needs a crank seal and you still haven't laced up that new rim! And don't forget to get our stuff ready for the big race tonight. We don't want to go looking like *slobs!* Heh heh heh heee!"

Poor Cindy Ellen. What a major. It would take all day to get that much work done and she wouldn't have time to work on her own bike or anything. Her dreams of winning the big race (and Kenny Dart) faded hopelessly as she began tearing down the CZ engine.

By late afternoon she had finished the work and her mean and ugly step-sisters loaded up their bikes and were gone. Cindy Ellen went back to the garage and surveyed her equipment. The G80 was stuck in the corner with the motor half disassembled. The front tire was flat, the rear wheel needed some spokes and a shock mount was broken. Her leathers and helmet and stuff were piled in a heap next to the bike all moldy and smelly and covered with mud. It was hopeless. She could never get everything ready in time for the race. Her heart was so broken she sat down on a milk crate and began to cry.

Then a strange light shone from out in the driveway and this fancy looking dude came strutting in the garage door. He was dressed in purple, nice stuff clinging to his tall, lean body. He wore rings on his fingers and carried a black cane, and from his broad-brimmed felt hat to his white patent leather boots with four-inch platforms he was a fine cut of a man. His eyes flashed and his teeth gleamed like pearls from his handsome black face. This dude knew where it was at. "Hey, Cindy baby, what's hap'nin'?"

A little startled, Cindy Ellen looked up. "Wh-who are you?"

"Why, Ah'm your Fairy God-brother, girl. Don't you know yo' Fairy God-brother when you sees him? Ah didn't get all dressed up like this for nothin', you dig? Now, what is the problem? Like Ah would like to get this over with cuz Ah promised someone Ah'd help him put on a new Trelleborg an' you know's well as Ah do that ain't no fairy magic in the world gonna make *that* job easy."

"Oh, Fairy God-brother, *could* you help me?" She took him by the hands and between sobs told him of her mean and ugly step-sisters and how she wouldn't



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be able to go to the big race because her stuff was all burnt.

"Do not be afraid, Cindy girl. Ah'm gonna make you the motocross queen with the dream machine. First we gotta get you some stuff to wear. Lessee . . ." and he whipped out a little white book and began thumbing through the pages. "Yeah, heah it is." He held his cane over Cindy Ellen and intoned: "Eye of bat, lizard's toes, get this girl some motocross clothes!"

There was a flash of light and Cindy Ellen felt her body tingle.

"Ooo-wee, Cindy," whistled Fairy God-brother. "Ain't you the bee's knees!"

And so she was, decked out in the finest gear fairy magic could conjure: U.S. Grand Prix plasti-leather boots with J-T socks rolled over the top, Torsten Hallman pants with "ABH" lettered down the legs and "CINDY ELLEN" on the back, and a Shoei helmet all color-keyed in shocking lavender. Plus the appropriate accouterments like Scott goggles, a T-H rock guard, the boss chest protector with the arm covers, a Gold Belt, Jofa gloves like Roger DeCoster wears and a strange plastic cup which Cindy pulled from her pants.

"What's this?" she asked.

Fairy God-brother referred to his book. "It says here it's a 'goodie guard'."

"What's it for?"

"Look, Cindy, it comes with the spell. If you don't want to wear it, you don't have to, dig? Now we gotta get you some wheels." He thumbed through the pages. "Al-RIGHT. This one oughta do the trick. Lessee, we need a pumpkin."

"A *pumpkin?*" cried Cindy Ellen. "This is the middle of February. We're all out of pumpkins. But there's a pumpkin pie in the frig."

"That'll do. Get it."

She fetched the pie and set it down on the garage floor. Fairy God-brother held his cane over it and chanted. "Slime of slug, snake's eyelash, for a boss bike I'd sell my stash. Make it sano, make it clean, make this pie a bad machine!"

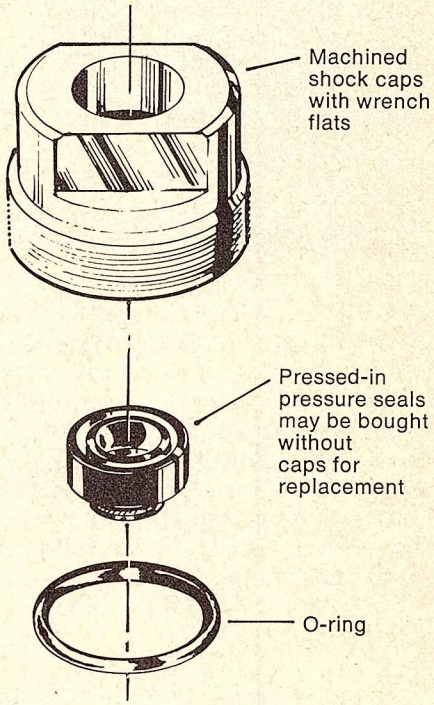
PLOOMP! And where once was a pie now stood a gleaming,

continued on page 11

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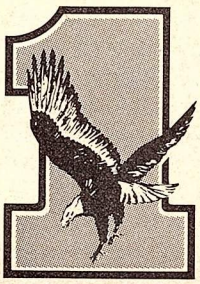
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DIRT

By Holbert Holquist



Mark Blackwell sez it's really nice to see what's going on. His successful eye operation has really got him jazzed, plus he's getting support from a new sponsor, Mike Detmer, of Road and Trail Ltd. in Pittsburgh, Pennsylvania. It's good to see Mark smiling again while he's tearing up the country on his 400 Maico. Hopefully all his bad luck is behind him.

* * *

I heard some pretty strong rumors that Tony DiStefano will be leaving CZ this year. I know that he's been getting offers from most of the manufacturers and it's a pretty reliable source that sez he's going to go with Suzuki.

* * *

Do you know how to tell the difference between magnesium and another metal? Don't tell me to look for the magnesium stamp on the part. I mean if you wanted to check out something that's hooked up to the bike without taking it off. Like your buddy's bike, for instance. Scrape a little of the paint till you get a patch of bare metal, and then put a dab of vinegar, from your local supermarket, on the metal. If it bubbles, it's magnesium. If it doesn't, I don't know what it is, but at least I know it's not magnesium. Randy Milligan told me and I tried it. It works.

* * *

Brian Littler of Norstar/Munari boot fame called me to brag about the lack of injuries from riders with Norstar boots. His comments were that while several of the boot manufacturers have had problems with people breaking up their feet using their boots, Norstar/Munari have over 100,000 pair out without one broken bone that they know of. That's 200,000 feet, just to make it easier for you. Holbert likes to give you all the information.

* * *

How many of you know that Shell owns Hodaka?

* * *

More changes in the AMA?

Dave Welsh told Dick at the Ohio Trans-AMA that he was giving notice in a few weeks. He has been the Coordinator of Professional Competition, meaning he was responsible for the motocross scene. He wouldn't say where he was going, but we heard elsewhere that it was possibly Can-Am. (Hold everything; I just heard the AMA made it official. They beat Dave to the punch.)

* * *

Norstar/Munari is now owned by Beatrice Foods and they are getting real heavy with promoting people in motocross. If you didn't know, they are very big already in skiing and own Hart skis, or vice-versa.

* * *

Ron Self has really been getting the runaround by the AMA, and so far they have effectively eliminated him from racing. As Holbert hears it, it all stemmed from his sending in the license application a little late and racing without one. They suspended him etc., etc. It seems to me that if you violate the rules of any organization you should be properly fined and disciplined accordingly, but not restricted from plying your trade.

* * *

We got a letter from Leon James of Brownsville Sports Center saying Pete Szilagyi screwed up on the overall series results of the TEX-AMA races. Holbert knows that Pete doesn't screw up, he does things that way for a reason. He was probably testing you to see if you were paying attention. Pete does not like to be taken lightly.

Leon sez it should read: Gary Jones, Danny Doss, Tom James, Glen Johnson and Mark Herrington. Herrington didn't run the 125 class at Rio Bravo.

* * *

AMA NATIONAL MOTOCROSS NUMBERS FOR 1975

No. — Name/Hometown

1. (125cc) Marty Smith, San Diego, California
1. (250cc) Gary Jones, Hacienda Heights, California
1. (OPEN) Jim Weinert, Mission Viejo, California
2. Jim Weinert (when riding outside open class)
3. Tony DiStefano, Morrisville, Pennsylvania
4. Steve Stackable, Austin, Texas
5. Gary Semics, Lisbon, Ohio
6. Gary Jones (when riding outside 250cc class)
7. Jim Ellis, Cobalt, Connecticut
8. Marty Tripes, Santee, California
9. Mike Hartwig, Hadley, Michigan
10. Tim Hart, Torrance, California

11. Rich Thorwaldson, Cerritos, California
12. Marty Smith (when riding outside 125cc class)
14. Billy Grossi, Santa Cruz, California
15. Kent Howerton, San Antonio, Texas
16. Peter Lamppu, Sherman Oaks, California
17. Terry Clark, Palmdale, California
18. Frank Stacy, Cheektowaga, New York
19. Rex Staten, Fontana, California
20. Ken Zahrt, Woodland Hills, California
*21. Pierre Karsmakers, Mission Viejo, California
22. Bob Harris, Windsor, New York
23. Mark Blackwell, Mission Viejo, California
**24. Jim Pomeroy, Yakima, Washington
***25. Brad Lackey, Pinole, California
26. Tony Wynn, Sherwood, Arizona
27. Ron Pomeroy, Yakima, Washington
28. Bruce McDougal, Orange, California
29. John Franklin, Madera, California
30. Chuck Bower, Anaheim, California
31. Billy Clements, So. Pasadena, California
32. Gary Chaplin, Cayucos, California
33. Gaylon Mosier, Garden Grove, California
34. Sal DeFeo, Port Washington, New York
35. Rich Eierstedt, Norwalk, California
36. Mike Runyard, Mission Viejo, California
37. Jeff Foland, San Diego, California
38. John Untiedt, Alexandria, Virginia
39. Dan Turner, Placerville, California
40. Robert Haag, Newport Beach, California
41. Wyman Priddy, Ft. Worth, Texas
42. Mickey Boone, Winston Salem, North Carolina
43. Bob Grossi, Santa Cruz, California
44. Vincent Clark, Lompoc, California
45. Robert Doss, Ft. Worth, Texas
46. Joe Fischer, Cincinnati, Ohio
47. Scott Jordan, W. Monroe, Louisiana
48. Jim Turner, Woodside, California
49. John Keese, San Luis Obispo, California
50. Ted Weeks, Santee, California
51. John Ayers, Eugene, Oregon
52. Jeff Wecker, Saugus, California
53. Bob Thompson, Newark Valley, New York
54. Trey Jorski, Bethany, Oklahoma
55. Doug Sherman, Rowland Hills, California
56. Ron Huffman, St. Petersburg, Florida
57. Mike Gillman, Santa Ana, California
58. Stephen Floyd, San Angelo, Texas
59. Scott Hames, Douglasville, Georgia
60. John Savitski, Atlas, Pennsylvania
61. Eddie Cole, Saugus, California
62. Mark Harmon, Memphis, Tennessee
63. Bill Payne, Simi, California
64. David Doerschuk, Columbus, Ohio
65. Mike Kessler, Farmingdale, New Jersey
66. Mark Tyer, Garden Grove, California
67. Rick O'Brien, E. Peoria, Illinois
68. Rod Cooper, Prospect, Kentucky
69. Rick Burgett, Sandy, Oregon
70. Greg Davis, Sharon, Pennsylvania
71. Robert Martindale, Murfreesboro, Tennessee
72. David Beavers, Houston, Texas
73. DeWayne Jones, Hacienda Heights, California
74. Chris Douthitt, Holiday, Florida
75. Rick Graszl, Bellville, Ohio
76. Shan Moore, Sapulpa, Oklahoma
77. Kevin Henry, Fair Oaks, California
78. Bob Payne, Petal, Mississippi
79. Kelvin Thomas, Franklin, Indiana
80. Wayne Welzien, Carpentersville, Illinois
81. Gary Wise, McAllen, Texas
82. Gary Priehs, Mt. Clemens, Michigan
83. Johnny James, Atlanta, Georgia
****84. Bryar Holcomb, Sunland, California
85. Buck Murphy, Long Branch, Washington
86. Jim Wicks, Lafayette, Colorado
87. Don Goss, Hartland, Michigan
88. Phil Alderton, Dayton, Ohio
89. Charles Cooper, Stillwater, Oklahoma
90. Dwayne Baehler, Tulsa, Oklahoma
91. Doug Wilson, Rochester, Minnesota
92. Steve Behrens, Hopewell, New York
93. Alan Hahn, St. Charles, Missouri
94. John Prickett, Pine Bluff, Arkansas
95. Joe Wilhelm, Longview, Texas
96. Mike Lauterborn, Churchville, New York
97. Mark Peters, El Sobrante, California
98. Jon Derhammer, Mission Viejo, California
99. Johnny Williams, Lexington, Tennessee

*Not eligible for points in 1974 due to citizenship requirements.

**Competed on European Grand Prix circuit in 1974, finishing 13th in 250cc World Championship class.

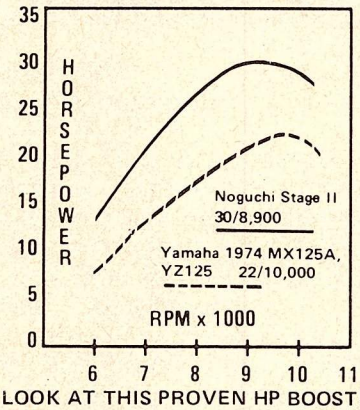
***Competed on European Grand Prix circuit in 1974, finishing tenth in 500cc World Championship class.

****Qualified for No. 13 but elected to retain No. 84. *

Yamaha riders



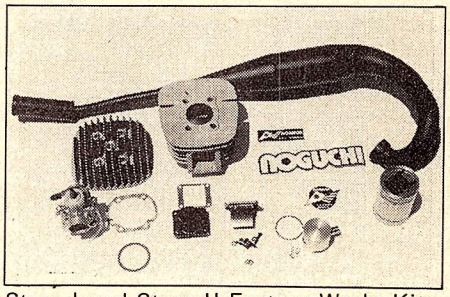
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EUROPEAN STICKIE FREAKS

In our country being not many opportunities to find novelties of the world motocross production I dare to ask you as passionate collectorr decals motocross. First of all I would like to appologise myself for worrying you. I hope that my application will not trouble you too much.

Josef Novak
Bruntal, Czechoslovakia, CSSR

OLD AGE RACING

Do you think 21 is too old to start racing motocross?

Rody Wood
Fayettevell, Arkansas

Adolf Weil started racing when he was 24.

ROY AWARD

I vote for Roger DeCoster as the Rider of the Year.

Billie Powell

Team Tequila votes for Brad Lackey as Rider of the Year.

T. Martin
Manhattan Beach, California

Brad Lackey is definitely the best, greatest, most terrific rider in the universe and New Jersey.

Scott Murphy
New Jersey

I cast my vote for Jim Pomeroy as Rider of the Year 'cause if it weren't for his cheapass Bultaco falling apart, he'd be World Champion.

Jacob Baker
Lincoln, Nebraska

Roger DeCoster.

Les Phillips
Fishkill, New York

Roger DeCoster has got to be the greatest. I vote for him as MXA's Rider of the Year.

Jim Johnston
St. Petersburg, Florida

I vote for Brad Lackey. I mean really, who else?

Linda Leonard
St. Louis, Missouri

I cast my vote for Nils-Arne's sister. What a doll!

Steve Linders
Smetic, W. Virginia

NILS-ARNE'S SISTER

Nils-Arne's sister is the trickest pit tootsie I have ever seen. I'd trade my Lobito for her phone number. Also, when are you going to test Yamaha's 250 Monoshock?

Steve Sears
Marietta, Ohio

Don't you ever stop thinking of motorcycles? — ed.

I'm going to ask you a question, OK? How old is Nils-Arne's sister?

Dave Colquhoun
Canoga Park, California

Does it matter? — ed.

ABOUT OUR TESTS

I read your November test of the KX450 Kawasaki and it really struck a nerve.

Mike Boston
Muskegon, Michigan

I sincerely thought that the independent testing magazines were one of the last bastions of honesty left. That the reader could analyze a test and come to his own conclusions, feeling confident that the test was unbiased and honestly written. After reading your test on the KX450, I have come to the conclusion that whoever wrote the test had a bone to pick with Kawasaki — or worse. The KX450 is decidedly not the ultimate motocrosser, but are you totally oblivious to the fact that a 35mm carb, cleaning up the ports, Konis, minor front fork mods, a 3.50 front tire, removal of the zero kickstand and other minor changes make that "disappointing" green meanie a real terror in the open amateur class?

Gregory Elliott
Millville, New Jersey

Putting most other good competitive bikes on the track against a KX450 would be just about the same as running a mule against thoroughbreds.

Bill Blake
Charlotte, North Carolina

The test report on the 450 Maico in the December issue of MXA was the most honest and informative test that I have ever read.

Robert Schnoor
Glendale, California

I thought you might like to know that I bought a Maico 400 mainly from your test. I used to own a TM400 Suzuki. The Maico is exactly the opposite of the TM.

Jerry Cassady
Chantilly, Virginia

The bolting, side-skipping and rider-eating Honda 250 Elsinore wonder bike, the McDonald's burger of amateur 250 motocross, is the strong new contender for the "Japanese Revenge Award."

Limping Larry
Madison, Ohio

You said the 250 Pursang was very fast and another magazine said it was very slow. What gives?

Scott Monneyham
Fountain Valley, California

You guys weighed your CZ 250 test bike in at 218 pounds with 1.5 gallons of gas and *Dirt Bike* weighed their CZ 250 in at 231 pounds with about one gallon of gas. Isn't that a lot?

Steve Jennings
Canyon Country, California

We work out of different garages. — ed.

AND OUR COLUMNS

After reading Baz's informative, if not funny (but weird) thingie about Kung Fu, I learned a lesson. Keep what you have and use determination as a key. Neat, huh?

Wendel Slifka
New Hartford, Iowa

Wendel, your father must love you. — ass. ed.

WHY IS AIR?

How can a Suzuki 27-hp or a

Honda 30-hp race with a Maico 33-hp or a Bultaco 36-hp? I just don't understand.

Carlos Benitez
Mexico City

VAST WASTEPAPER

Your magazine not only makes good reading by itself but it also provides some excitement during the dullest part of television programming known as the commercial. When the commercial comes on I turn the sound off and my eyes go to MXA. This brings me to the idea I had . . .

Fred M. Bowser
Topeka, Kansas

I know! We should print each issue on Corn Chips so you wouldn't miss any TV while devouring MXA. Turn the sound back up, Fred. — ass. ed.

CANCELLED TRANS-AMA

I have just returned from what was supposed to be part of the Trans-AMA series at Mid-America MX Park in St. Charles, Missouri. It wasn't!!!

Darrel Fife
Olathe, Kansas

We couldn't believe it! Sure it was raining, but so what? Isn't that a part of our sport? Mud and motocross go hand in glove, don't they?

Greg, Doug and Gene
Hubbard, Iowa

What in the hell does this Edison Dye character think he's doing calling off the Trans-AMA in St. Louis? EVERYBODY was pissed.

R. DeFonce
Kirkwood, Missouri

The world renowned promoter "The Creep" Edison Dye BLEW IT for us in Missouri. I heard no advertisement on radio or television for this event. It seems to me that if he wanted people to come to the race, he would've advertised.

Ron Spradley
Imperial, Missouri

I have not been able to get a refund. Edison Dye and his rain or shine race was a rip.

Gary Durham
Overland, Missouri

The AMA better start being a little more particular about who they allow to put on a race.

Jack Egner
Milwaukee, Wisconsin

How can this guy get away with these mistakes (both 125 World Cup races and the St. Louis Trans-AMA)? St. Louis now probably won't ever be able to get another Trans-AMA.

George Armstrong
Mt. Carmel, Illinois

PRICE INCREASE

Why, if the price of everything wasn't so high and MXA wasn't such a righteous mag, I wouldn't still be buying it.

Gilbert Rome
Norwalk, California

*

BAZ'S BOX

continued from page 6

glistening Maico 250 Radial with forward mounted Bilsteins, aluminum air box and tank, Andre bars, D.I.D.s, black anodized engine and a lavender seat cover to match Cindy's outfit.

"HOT TUNA!" cried Cindy Ellen. "I will *rule* with this unit. G.B., you're one far-out fairy."

"I'm hip, Cindy, but it's like getting late and you've got to jam. Here're the keys to my van. Remember, everything turns back to normal at midnight, but you can keep the van 'til tomorrow. Have fun, and gassit."

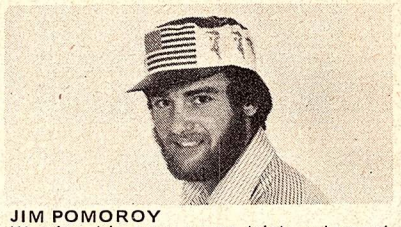
Gassit wasn't the word for it. She cleaned house winning all three motos and making the point to roost her mean and ugly step-sisters in the process. After, in the light of flashing strobes, Kenny Dart presented her with the Champion's trophy, planting the traditional moisty on her jaw which Cindy returned with a vigor that curled Kenny's toes.

"Wow," panted Kenny, "you make my liver quiver. How about going down to Taco Bell with me for a little midnight snack?"

"Tell you what," she said, remembering the Maico in the back of the van, "I brought some homemade pie so we can lay back in my van, listen to my new Ry Cooder tape and I'll give you a nice big piece."

"Excellent!" cried Kenny.

"Mmmmmmmmm," purred Cindy Ellen. *



JIM POMOROY
Wearing his new super trick autograph hat. Purchase of this hat will help support Jim in Europe. **No. 109. . $1.25**

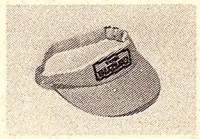
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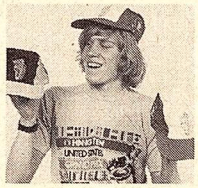
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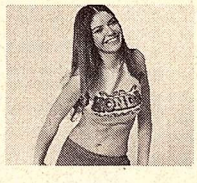
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WRENCH WRACING

By ARDIMOS MIERSTEDT

ANNEALING, ONCE AND FOR ALL

There've been some letters going back and forth in this column about the proper way of annealing copper head gaskets. We said originally you're supposed to heat it red-hot, then dump it in water, like it says in Bazzer's Triumph shop manual. Then some guy wrote in and said we were screwy cuz annealing was done by cooling slowly. We held firm, but then some other guy wrote in and quoted from a book on heat treating steel and other metals, so we gave in. Well, now we've got our own book, "The Reader's Digest Complete Do-it-yourself Manual" (The Reader's Digest Association, Inc., New York, 1973) and it says: "Bending and hammering (or squashing) can harden and stiffen metal to a point where it must be resoftened to its former flexibility by annealing, a process of heating the metal to its critical point (recognizable by color change), then cooling it.

"Annealing is accomplished in soft metals during the heating and in hard metals during the cooling. Copper and brass, for example, should be heated to a dull red and then plunged into water. After cooling it will again have its original softness and pliability." So there. I don't want to hear any more about it. Who's next?

HONDA LOAD-UP

If I open the throttle on my 125 Elsinore too much at too low rpm, it'll foul the plug. If I crash or whatever and try to start it, it will four-stroke for about five minutes! Even if I turn off the gas and hold it wide open, it still takes forever to clear. I've checked the float height and seat and everything looks OK. Is there some way I can jet it so it won't do this to me?

J. Howes
Arcata, California

What you describe is called "loading up" and the 125 Elsinore is notorious for doing it. The phenomenon (whew, big word) occurs in most any piston-port high-performance two-stroke with a short intake tract. On the piston upstroke the intake port is opened and the gas-air mixture is drawn into the case. As the piston moves back down it closes the intake port, but not before it pushes a small quantity of the gas-air mixture back up the intake tract. If the engine is turning too slow and the throttle is too far open, the returning charge makes it all the way back to the carburetor. As the mixture passes backwards through the venturi, it picks up another gas charge from the main jet. When the intake port opens again, the super-rich mixture is drawn past the main jet again where it picks up a third *charge of gas. When this triple-charged mixture is transferred to the combustion chamber, it loads the spark plug and the engine misfires. This cycle will go on forever as long as there is fuel going to the main jet. You can clear the load by turning off the gas and waiting for the float bowl to run dry, working the throttle carefully to try to find a lean spot in the needle range, or sucking on one of the carb overflow tubes 'til the gas level falls below the main jet. The only way to prevent loading up is to install a valve in the intake tract like a reed valve (Yamaha) or rotary valve (Kawasaki, Can-Am) that will keep the intake gases from backing up during the piston downstroke. On a piston-ported engine like a Honda or Suzuki, the only way is to keep the engine revving and not fall down.*

RE-CHROMING A CHROME BORE

The upper end needle bearing let go on my KX125 Kawasaki, lunching the trick chrome cylinder. Do you know if it's feasible to get it re-chromed? A new one in the States is $63.60 and in Canada they retail for $121!

Gilber Bertrand
Petawawa, Ontario

The KX125 does not have a chrome bore. It's called an exploded tungsten bore. After die casting and machining, a core of tungsten is lowered into the barrel and exploded, coating the cylinder walls with a thin layer of the hard steel. Unfortunately, once you gouge it, it can't be redone without a million dollars' worth of equipment. However, a real savvy machine shop can machine out the barrel and press in an iron sleeve if you can get one to fit. Write Kawasaki Motors for info on an iron sleeve.

BUT WHY CHROME BORE?

What are the advantages and disadvantages of a chrome bore, like on the Yamaha YZ, over a regular iron sleeve?

Rob Landenmeir
Webster, Massachusetts

The chrome bore, tungsten bore or sprayed iron bore (any process in which the cylinder liner consists of a thin plating of hard metal against an alloy barrel, rather than a thick iron sleeve pressed or cast in) holds the advantage of being lighter and able to conduct heat much more quickly into the alloy finning, allowing the engine to run cooler. Any time you can get an engine to run cooler, that means you can use higher compression ratios and more radical exhaust timing without the worry of power loss and engine failure due to high temperatures. The single disadvantage is that once you lunch it, it stays lunched. You can't rebore it or replate it. You must replace it. Conventional iron-sleeved barrels can be rebored

several times and resleeved indefinitely at a fraction of the cost.

CAN-AM FACTORY TRICK

Could you please suggest something to put on the gas tank decal of my Can-Am to keep it from rubbing off?

Chris Ryan
London, Ontario

This little trick comes straight from the highest authority on Can-Am trickery: Don Jones. To keep the factory decals from rubbing off the factory tanks on Gary and Dewayne's factory Can-Am bikes, Don uses clear vinyl Contact shelf liners available in the household section of your local department store. Pretty trick, eh?

REBIRTH OF A MAICO

I have a 1959 Maico 250 that has been sitting for three years. Before I start it, what should I do?

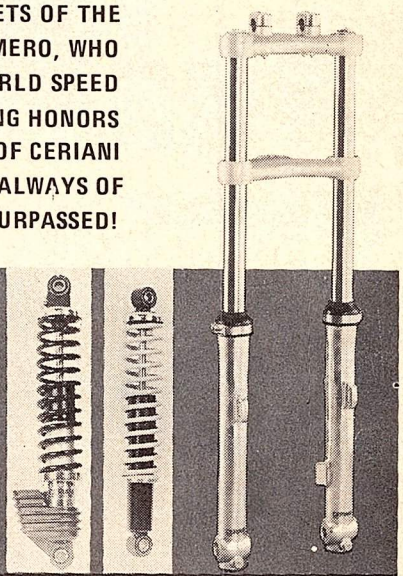
J. Burford Fields III
FPO San Francisco

Pray. *

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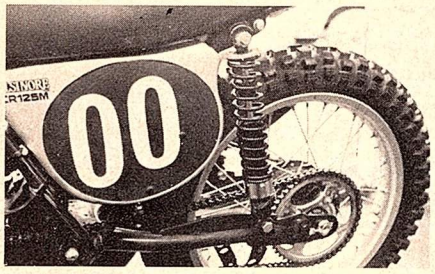
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TRICKS FROM THE TRADE



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If you don't want to hassle moving the shocks up on your Honda, for $29.95 Cycle Products West will do it for you. Send your Honda, Yamaha, Suzuki or CZ swingarm to CPW, 11900 West Pico Blvd., Dept. MXA, West Los Angeles, California 90064. Tell 'em Baz sent ya.



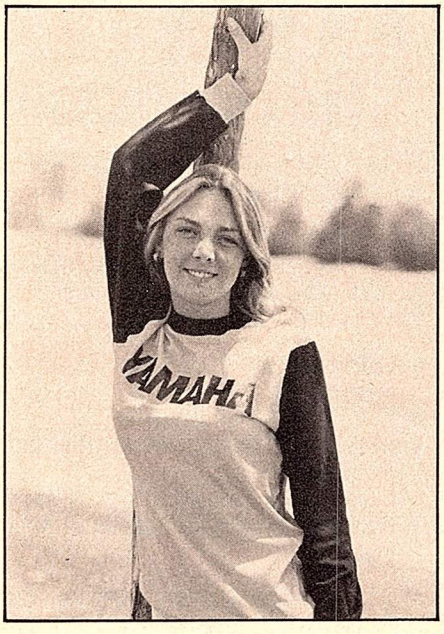
SPERM OIL?

PJ-1 chain spray with molybdenum disulfide and synthetic sperm oil. (Caution: Ladies take extra care when using this product.) Works great on your chain but is very sticky and has a tendency to get all over messy and gooey. But as we say, it works superbly on your chain. Get it at your dealer.



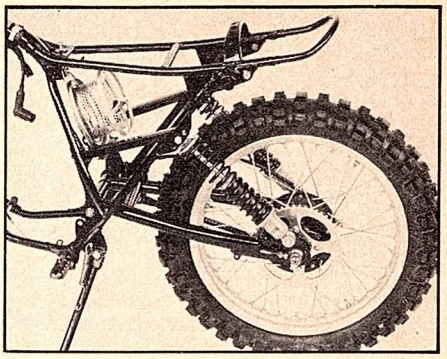
INSTANT SNOW CROSSER

Al-RIGHT! Check it out: Bolt on $449.95 worth of hardware and presto! — your racer is a go-anywhere snow bike. We ought to test one of these. It looks like a gas. Uses the bike's suspension and, with the regular front wheel on, will go in sand and mud and stuff like that. Neat idea. Snow-King Enterprises, Inc., 2621 Eastlake Ave. East, Dept. MXA, Seattle, Washington 98102.



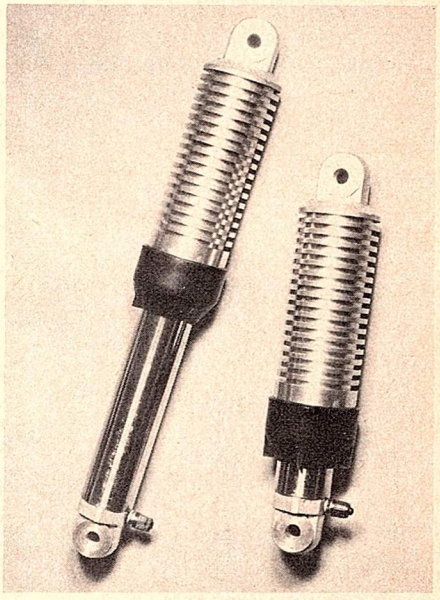
HI. I'M WANDA. RIDE ME.

Boss racing jerseys from Speed Center, U.S.A., Inc., P.O. Box 486, Bin MXA, Costa Mesa, California 92627, for Yamaha, CZ, Husqvarna, Maico, Bultaco and Honda. They've got long tails to tuck in and padded elbows. Double knit for the "in" look. Warm and snuggly for $15.95.



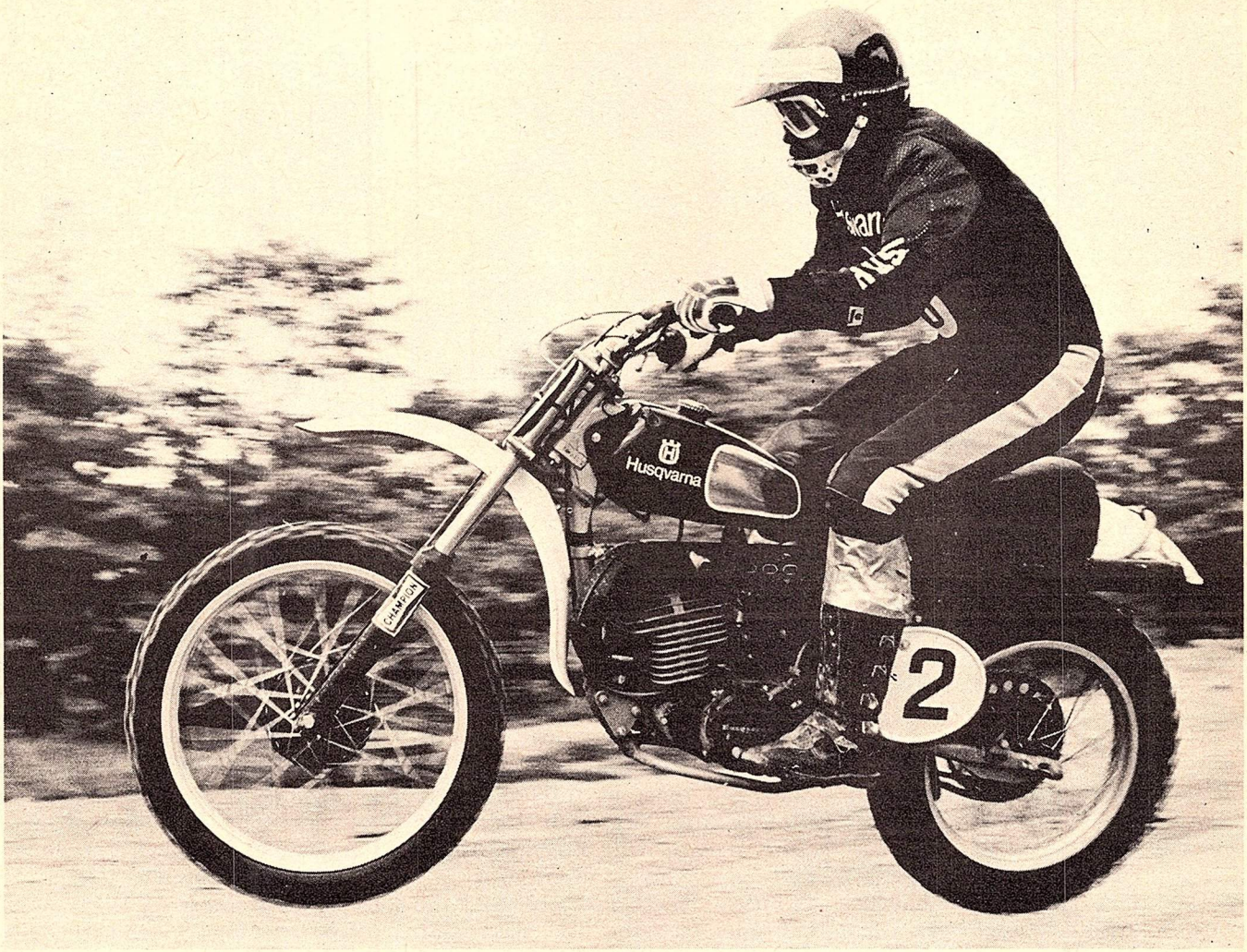
GONNA LAY DAT DEBBLE DOWN

The lay-down kit for Hondas and most other bikes comes complete with quality chrome moly swingarm, bronze bushings and top mount assembly for $109.95 from DG Performance Specialties, Inc., 1230 West Collins, Dept. MXA, Orange, California 92666. Boge Mulholland shocks and springs are optional.



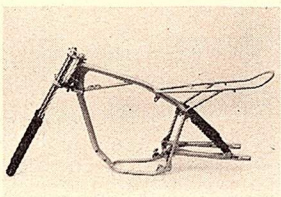
GAS SHOCKS

Very similar to the shocks on the factory CZs and Hondas, they're damped by regular oil/valve action and sprung by gas pressure which doubles to pressurize the damping medium. Made of high-quality aluminum, they can be mounted laid down and upside down. Four inches of travel, completely rebuildable, adjustable in all modes, must be charged with a quick-detach regulated air system, don't have rubber mounts and weigh a pound and three quarters each. $150 per pair. From Tracy's, 515 S. Victory, Dept. MXA, Burbank, California 91502. *



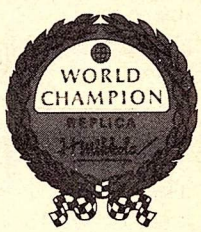
World Champion!

Direct from the GP tracks of Europe, the 1975 Husqvarna 360 CR. Super strong magnesium engine with reed valve, radial head and tuned exhaust. No extras to buy, this one already has an alloy tank, Magura levers, magnesium pressure cast lower fork legs, Girling gas shocks (manufactured to Husky's specs), Akront rims, padded saddle and much more. This bike was built to the same exact factory specifications as Heikki Mikkola's world championship GP machine. The whole package delivers at an even 212 pounds! Save money since the Husky 360 CR has all of the "good stuff" on it as standard equipment. See your dealer now and own a world champion.







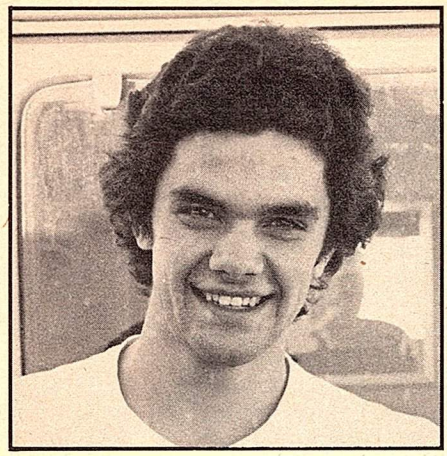


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Little things about people who make motocross neat

WHIPS

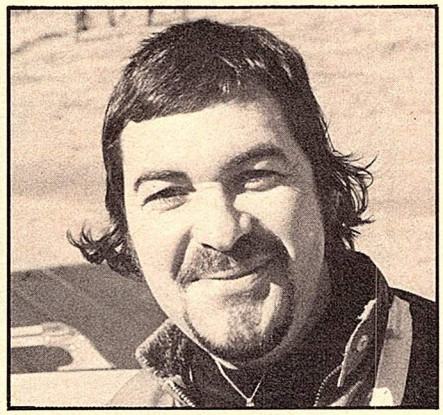


FRANK STACY

When Frank was 12 years old he started racing a Hodaka. He had started riding motorcycles at the age of nine. He is now 20 and one of the stars of the Support class in the Trans-AMA, riding a CZ. He travels the Trans-AMA circuit in a motor home with his wife Jane and their two-year-old daughter. It is a tough way to go, but better than some. American Jawa is helping Frank with spare parts and mileage, the rest is up to him. He also has help with accessories. Grand Prix gives him boots and Norstar supplies him with leathers.

Frank calls Cheektowaga, New York, home and it is located just outside Buffalo. About three years ago Frank got his pro license and was racing his own CZ at the time. He later rode Ossa and a short time later went back to CZ. He started riding the Nationals and finished eighth in the 250 class. In his district he carried the number one plate.

Frank won the first Trans-AMA race at Copetown and the following week finished sixth at Unadilla. In the Ohio race he broke a couple of wheels in practice and then one in the first moto. In the second moto he pulled within ten feet of Howerton at the flag for a second overall. Tony DiStefano travels with Frank and their bikes are delivered to them at the race. They don't get to work on them, but if they had a choice they would rather. It seemed to be the only discontent with their bikes, other than he would like more support. Frank is dedicated to becoming a top pro class rider. It's what he wants to do and he knows it's a rough road.

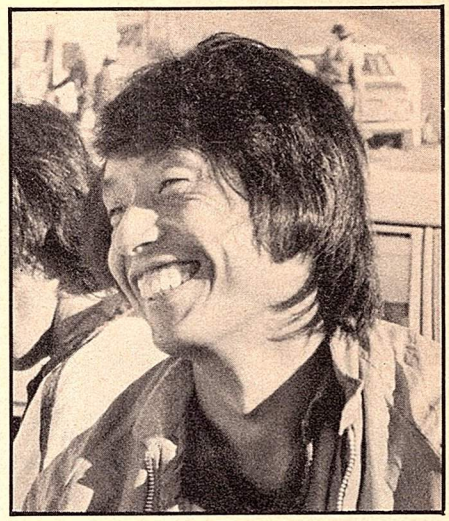


BOB TUIN

The popular air filter (Twin Air) made in Holland came into being like most unique products. The inventor, Bob Tuin, needed it for his own use, and when his friends found out about it he had to go into business.

Bob is a 31-year-old Hollander who started racing in 1963 and has been second two times in the Dutch National Motocross Championships, once in the 250 class and once in the 350 class. Shortly after that Bob had a bad crash in which he broke his back and was hospitalized for six months. When he recovered he started racing the 350 class again but never regained his old form. At the time he worked for the Kawasaki importer in Holland. He then worked with Kawasaki in the development of their trials machine and also was working on a motocrosser of his own using the F-9 Kawasaki engine. He left Kawasaki for Yamaha, and at that time Torsten Hallman was starting to develop the race bikes for them. Bob worked with Torsten for about six months and they had the same problem as Kawasaki, the air filter. He left Yamaha to look for material to build a quality filter.

At the same time, Roger DeCoster asked Bob to see if he could come up with something that would work for his Suzukis. When Bob finished the prototypes, Roger tested them on his bike and promptly ordered 100 of them and paid Bob cash. That was his first money in business. At this time, most of the European teams are using his filters.



KIYO YAMAUCHI

Kiyo Yamauchi is responsible for Roger DeCoster's motorcycle. It is a job of great responsibility and he takes it seriously. Roger is a perfectionist and very demanding and gives his orders directly to Kiyo. He is just as unhappy as Roger when there is a mechanical breakdown. It was a tough Grand Prix season for both Roger and Kiyo.

Kiyo has worked for Suzuki for four years. He is 25 years old and isn't married. His home town is Hamamatsu, Japan. His work with the Suzuki team keeps him away from home most of the year. He travels to Europe in March before the April start of the GP season. He is allowed to spend a month (August) at home and then leaves for the Trans-AMA series in the United States. He said that more than anything he misses not being able to eat Japanese food every day.

Kiyo has raced a little motocross in Japan. He rode a Yamaha 90 as a novice (beginner) but never won anything. He uses a motorcycle for transportation.

When we asked Kiyo which was more of a problem for him regarding languages, the U.S. or Europe, he replied that it doesn't matter because he doesn't understand any of them.

Roger and Kiyo seem to get along well even though most of their communication is by sign language. The factory decides who will be Roger's mechanic, so Kiyo doesn't know if he will be traveling with Roger when you read this. He smiles when you ask if Roger will be the World Champion next year. *



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HUSKVARNA,

Last year third, this year second, next year King Baudouin eat your heart out



The Motocross des Nations is the 500cc class, team world championships. Each year a different country is host to this prestigious event, and the land of Sweden, home of Husqvarna, was this year's choice. In fact, Huskvarna, Sweden, was the host town. The spelling is different because of a law in Sweden stating that no business may carry the same name as a city or town. The Husqvarna factory simply dropped the "k" for a "q."

A precedent was set in this year's event because of a surprisingly strong showing by the American team, which finished second to a sizzling Swedish wrecking crew. It marks the first time an American team has placed so high in international competition against all the MX nations of Europe.

The Swedes, led by Bengt Aberg and his new, hot "262cc" Bultaco, had the sandy Husqvarna factory testing circuit wired. The three best finishing positions for each team determined the points, and the four Swedes, Aberg, Hakan Andersson, Ake Jonsson and Arne Kring, took three out of the top seven positions in both motos.

Naturally, everyone expected either the West German or the Belgian teams to be the strong favorites to win or at least place second to the Swedes, who were on their home ground. But both teams fell down miserably in the first moto when mechanical problems kept their riders from placing high enough to amass low scores for the day, and it was the young American team of Brad Lackey, Jim Pomeroy, Jim

SWEDEN

By David Maltais

Photos by Harry Van Hemmen, Terry Pratt



Weinert and Tony DiStefano that finished a sensational second for the day.

Belgium's hopes were cut short after six laps when Jaak van Velthoven was involved in a bad crash. He lost control of his Yamaha on a long, steep, fast downhill section and his bike somersaulted through the air over a safety net, landed front wheel down and smashed into the back of a course marshal who was watching the action in front of him. Both he and Jaak were rushed to the hospital. It was later learned that the course marshal died and Jaak was in serious condition, but would be OK. Roger kept himself and his Suzuki together to finish second and Harry Everts was down in tenth.

In contrast to the breakdowns, crashes and bad luck that plagued most of the other teams, all four of the Americans finished both motos. Jim Pomeroy was high scorer for the Stars and Stripes with a sixth and a tenth and Brad had a fifth in the first moto and was just ahead of Jim P. in the second when his forks started to go. On the last lap he got caught on someone's dropped exhaust and was pitched off to finish 14th. Tony D. finished a steady 14th in the first leg and only dropped a little in the second to come across in 21st. Jim Weinert's 25th and 34th place finishes helped to show the Europeans that we can put four men in international competition who will hold up and finish the race. With a little more European GP experience Weinert could improve those marks with no problem.

Each country drew straws for the pole position. Mikkola took Finland's inside position but was forced to retire early in moto one when he twisted his ankle.

Aberg was chased hard by Roger and Hans Maisch in moto one but after four laps the German team started crumbling. Adolf Weil stopped with a broken chain and Willy Bauer, feeling fit after his crash at the practice at the Luxembourg GP, fell off when his engine cut out on him. Maisch was still chasing the leaders when he got into a scratch for third place with Moisseev. With just two laps to go the carb on Maisch's Maico fell off and that was it for him.

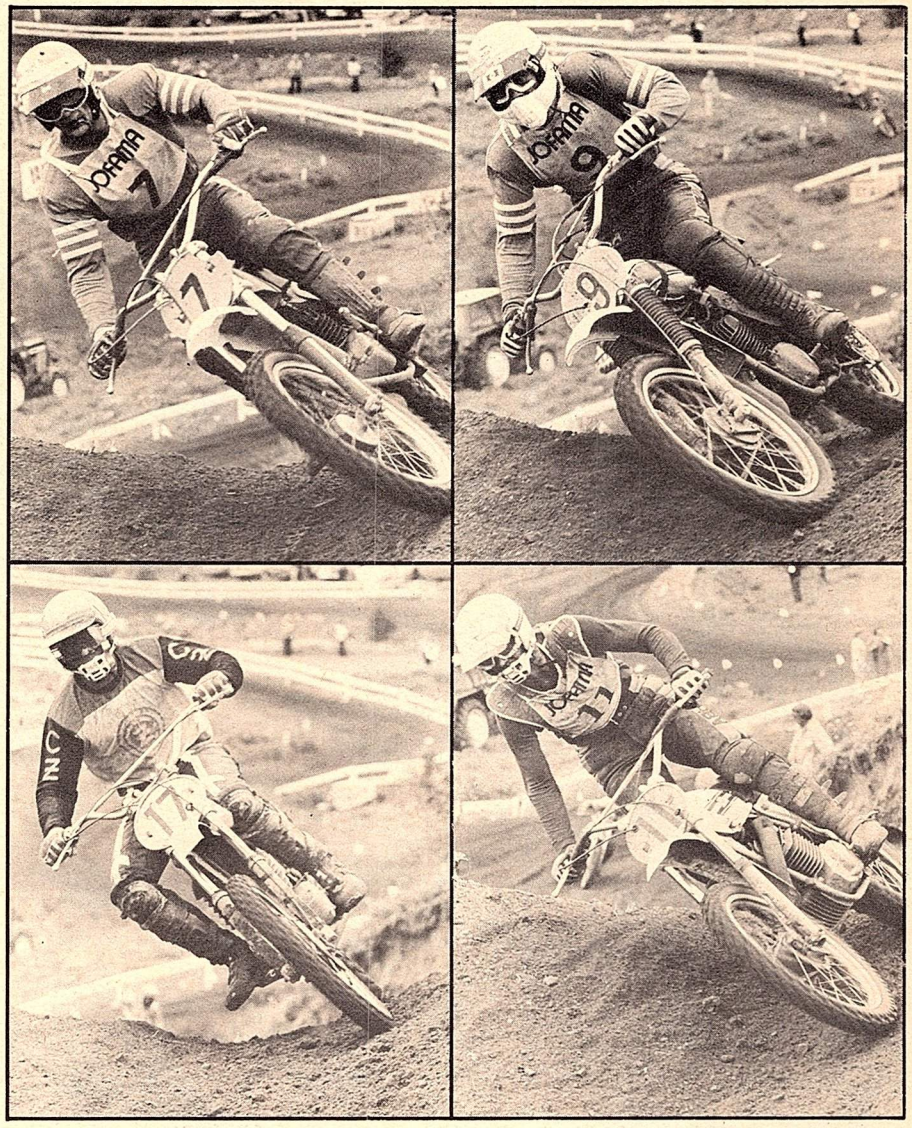
Bengt had gained 15 seconds on Roger and now Andersson was pushing harder through the pack after coming around 16th on the first lap and working his way up to fourth. When Ake dropped back a lap with engine problems, Arne got it together and gassed it to take the seventh spot.

Gerrit Wolsink made his return to international competition following his Belgian GP crash, but retired in the first leg with a broken chain adjuster. But he made up for it in the second and was hounding Aberg for most of the race. While these two were fighting it out, Kring was really gassing it and reeled in Wolsink before the flag fell to make the finish a Swedish one-two and a sure win for the trophy.

(Pratt photos)

Check out the styles — Aberg . . .

. . . Ake Jonsson . . .



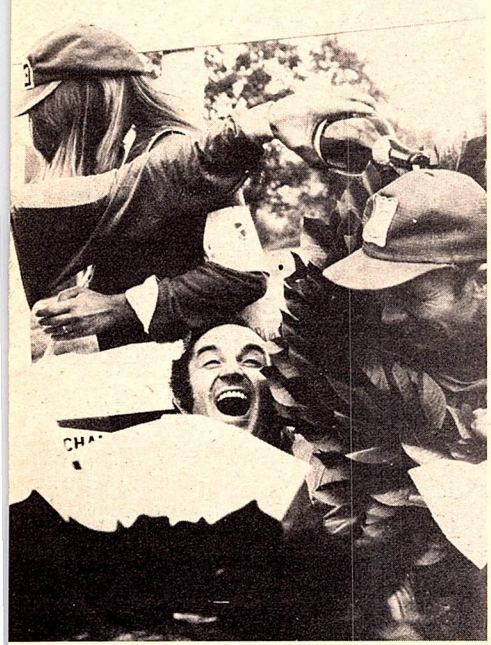
. . . Tony DiStefano . . .

. . . Moisseev . . . very niiice.

"Champion" girls, flowers, champagne are the ingredients and the spoils of victory on the European circuit.



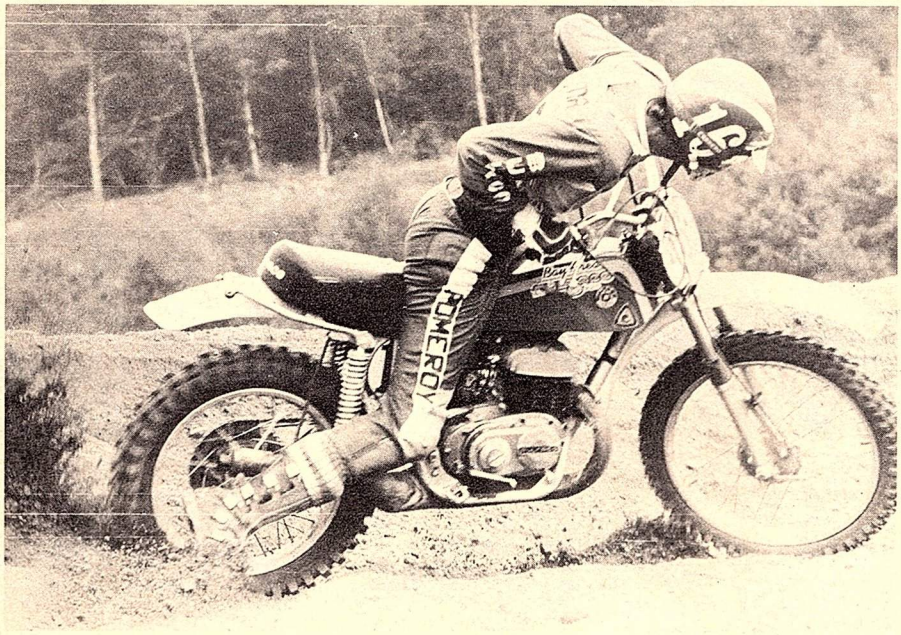
Aberg was unbeatable as he and his "262" Bultaco put on an awesome display of power for the "home" team. (Pratt photo)





Husky's Gunner Lindstrom captained the U.S. team to a "best ever" second place in the world team standings.

Pomeroy's two top-ten finishes made him the highest placing American for the second-place U.S.A. team.



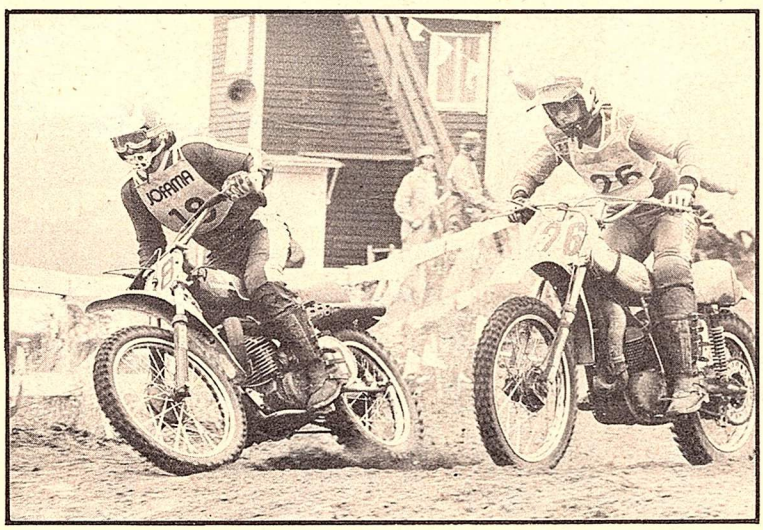
OPPOSITE PAGE: Like any normal 18-year-old American, Tony DiStefano (17) hankers to be different. (Pratt photo)

Moisseev remained steady and placed fifth in the second moto, good enough to bring the Russian team third place for the day, despite a lack of close support from Pavel and Popenko.

The Americans couldn't have overtaken the Swedes, who were hotter than firecrackers the whole day. But when you think back on last year's fourth place, just a point behind the Russians, and how they charged back to score second this year against the best in the world . . . we're coming along just fine. Mighty fine! A lot of people at the event were impressed with the two Jims, Brad, and Tony. Their performance was outstanding and earned them much respect among the European spectators. Our team should never fear going to Europe to race against the big guns anymore. They are now one of the teams to beat. *



Roger couldn't handle Aberg in the first moto and settled for a secure second. Van Velthoven's injuries put a damper on Belgium's team performance.



Frans Sigmans, the Dutch sand specialist, got zapped by Lackey, the American throttle specialist, midway through the second moto.

RESULTS
MOTOCROSS DES NATIONS

First Moto
1. Bengt Aberg, Sweden .....Bultaco
2. Roger DeCoster, Belgium .....Suzuki
3. Guenady Moisseev, U.S.S.R. .....KTM
4. Hakan Andersson, Sweden .....Yamaha
5. Brad Lackey, U.S.A. .....Husqvarna
6. Jim Pomeroy, U.S.A. .....Bultaco
7. Arne Kring, Sweden .....Husqvarna
8. Kalevi Vehkonen, Finland .....Husqvarna
9. Vic Allen, England .....Bultaco
10. Harry Everts, Belgium .....Puch
11. Pavel Rulev, U.S.S.R. .....KTM
12. Frans Sigmans, Holland .....Yamaha
13. Vic Eastwood, England .....Maico
14. Tony DiStefano, U.S.A. .....CZ
15. Joseph Lotscher, Switzerland .....Kramer-Maico

Second Moto
1. Bengt Aberg, Sweden .....Bultaco
2. Arne Kring, Sweden .....Husqvarna
3. Gerrit Wolsink, Holland .....Suzuki
4. Hans Maisch, West Germany .....Maico
5. Guenady Moisseev, U.S.S.R. .....KTM
6. Harry Everts, Belgium .....Puch
7. Hakan Andersson, Sweden .....Yamaha
8. Ake Jonsson, Sweden .....Yamaha
9. Adolf Weil, West Germany .....Maico
10. Jim Pomeroy, U.S.A. .....Bultaco
11. Jean-Claude Laquaye, Belgium .....Yamaha
12. Vic Allen, England .....Bultaco
13. Pauli Pippola, Finland .....CZ
14. Brad Lackey, U.S.A. .....Husqvarna
15. Rolf Diffenbach, West Germany .....Maico

FINAL STANDINGS

1. Sweden ..... 22 points
2. U.S.A. ..... 70 points
3. U.S.S.R. ..... 74 points
4. England ..... 108 points
5. Holland ..... 114 points
6. France ..... 130 points
7. Denmark ..... 144 points
8. Switzerland ..... 147 points
9. Norway ..... 197 points


JOFFA
4
23
33
53
26
76
17

RACE TEST

YAMAHA YZ250B

The best product to come out of

Suspension is the key. No matter how much power you have or how light your bike may be or how reliable, in the final analysis it's the suspension, that confusing system of springs and hydraulics isolating your soft tender bod from the hard realities of Mother Earth, that will beat the competition or beat you to death.

If you saw the 1973 Carlsbad Grand Prix, you know that Roger DeCoster got outbiked by Willi Bauer because Bauer's Maico had twice as much rear suspension travel as DeCoster's Suzuki. Hakan Andersson's Monocross Yamaha was easily the most advanced machine in the 1973 Grand Prix season, the year he won the World Championship. Pierre Karsmakers' 370 Monocross kept him a whoop-de-doo ahead of the competition long enough to win him a National title the same year.

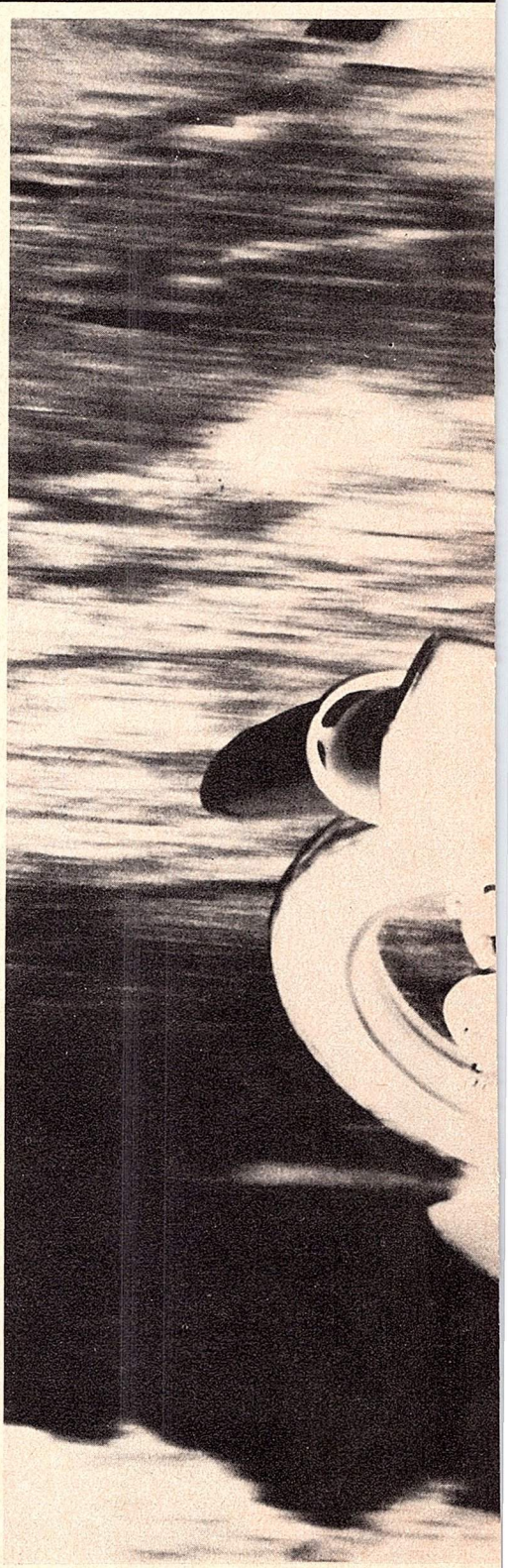
The past three years have yielded tremendous developments in suspension design. Where once six inches of fork travel was considered plush, now bikes like the factory CZs, Maicos and Puchs are sporting up to *nine* inches of fork travel. With a single exception, the factories are cantilevering swingarms to produce rear travel up to seven inches using pressurized or gas sprung shock absorbers, the single exception being Yamaha.

But with their Monocross unit, Yamaha has taken the lead in rear suspension design. Flatly stated, the Yamaha YZ B-series Monocross has the best rear suspension of any production motocross bike you can buy. As for the rest of the bike, Yamaha has never really produced anything earth-shattering when lined up with European equipment, but the Monocross is far away their best achievement to date, and the all-time boss machine from Japan ever. If you've never ridden a mag Husky or one of the new limited-production CZs or a tricked-out Maico, you're going to *love* the Monocross.

For our test, we first tried to pry a bike from Yamaha International, which turned into a real hassle. They refused to loan us a bike, claiming they weren't releasing any Monocross bikes to the magazines because of short supplies. As it turned out, they *did* give out units to a few carefully selected magazines where they would be relatively sure of getting favorable reviews. Besides, they knew they would sell all 1000 units, or however many came into the country, so why expose any of the machine's bad points in a fair test? Good market analysis, guys. Excellent.

So we got a real sano YZ250 Monocross from Orange County Cycle, 13666 Harbor Blvd., Garden Grove, California; (714) 530-7340. It was a bike set up for professional racer Jon Derhammer with boss handlebars and grips, a skinny tank, magnesium hubs and a dialed-in shock unit, all part of the excellent race setup offered by O.C. Cycle. Everything else on the bike, including forks, motor, air box, tires, frame and miscellaneous garbage was stock.

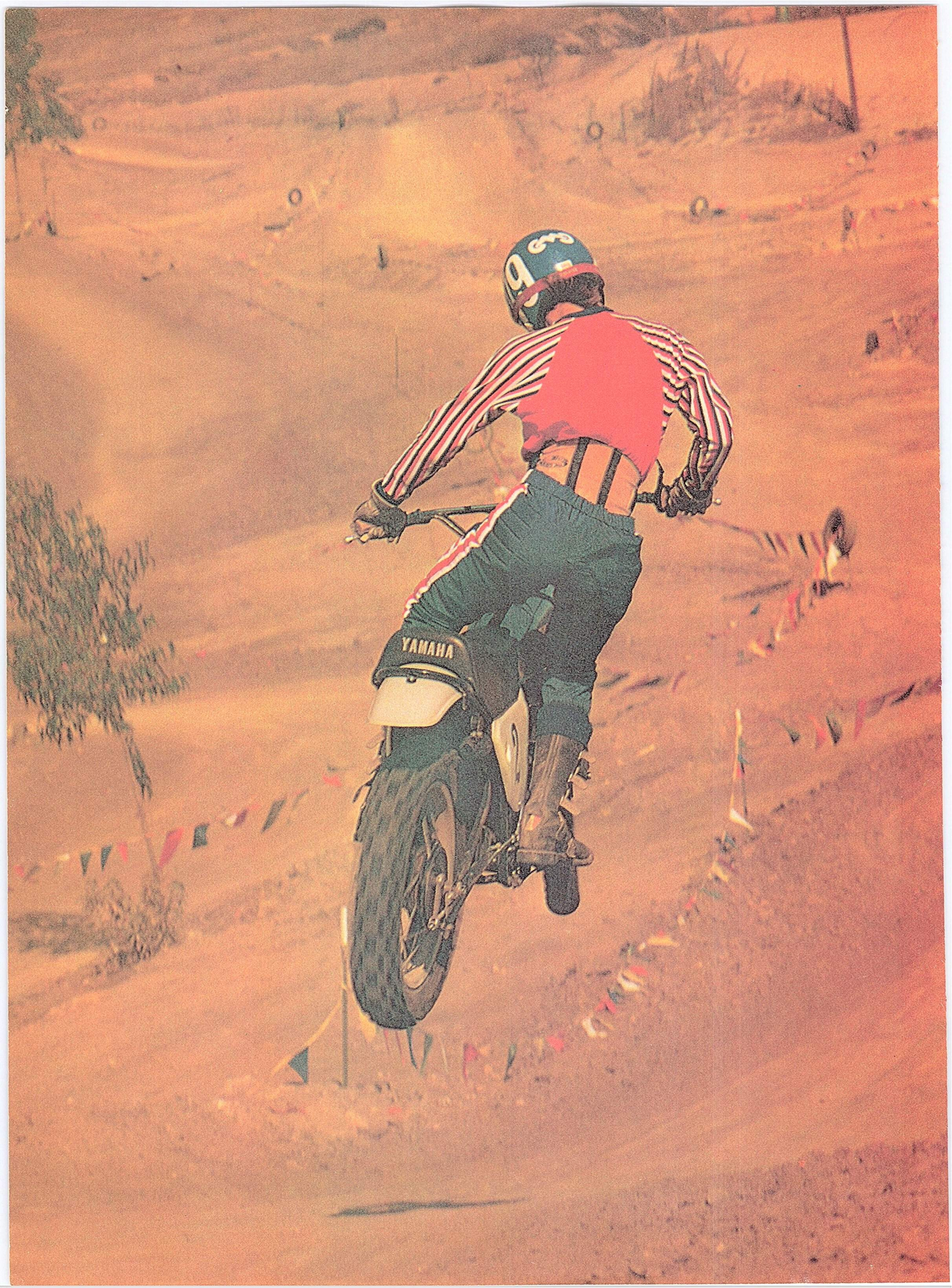
Power is excellent. Not so radical as last year's YZ, the ponies come on much lower in the rev range. The crank is very light with a standard button CD ignition rotor, but power still seems to build fairly smoothly, probably due to good reed valve torque and a robust drivetrain. And while the factory 250 gets about another thousand revs on top, the production motor seems to flatten out slightly, clipping a little from the power peak. No problem, though. With careful



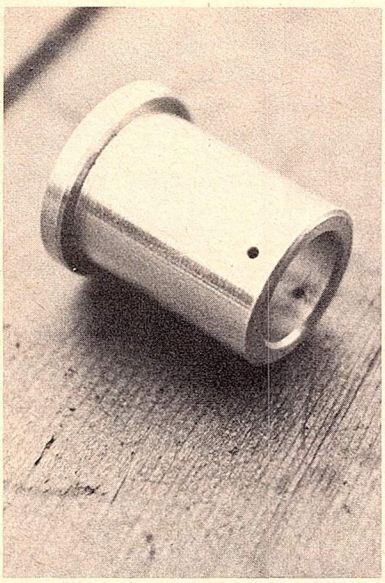
MONOCROSS

Japan since the Zero

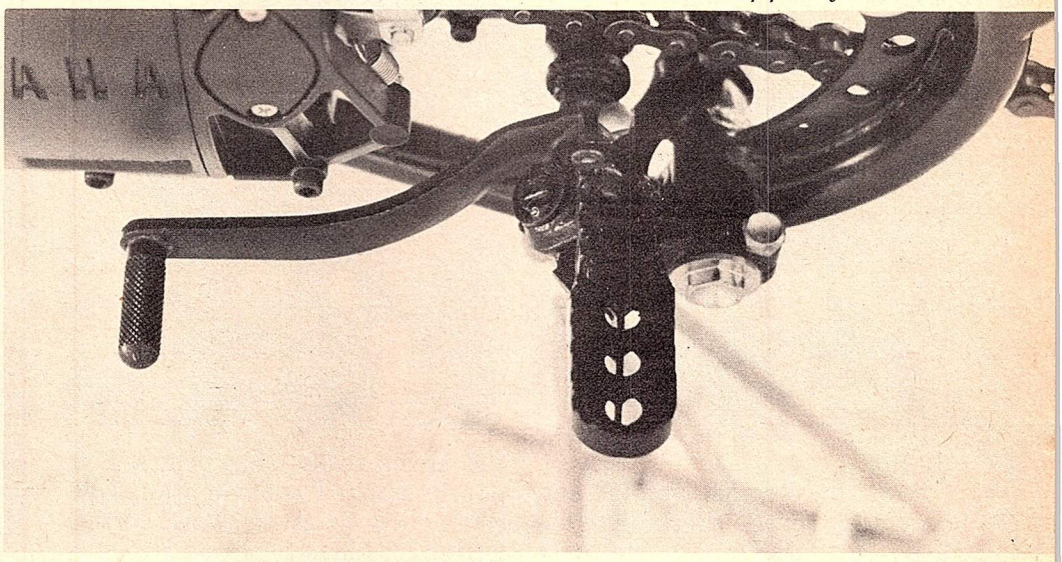



YAMAHA

Orange County Cycle uses this trick damper piston in its shock units.



We felt the shift lever was a little short, unless you've got short feet. The pegs are burnt no matter what kind of feet you have.



tuning, which usually means dropping the main jet a size or two after the motor loosens up and strobing the ignition, the YZ produces all the power you're going to need.

On hard surfaces, however, a bunch of that power is going to get burnt up in wheelspin. The motor is just a little too zappy for communication with the hard stuff, and without more weight on the crank, you'll lose out here to the competition.

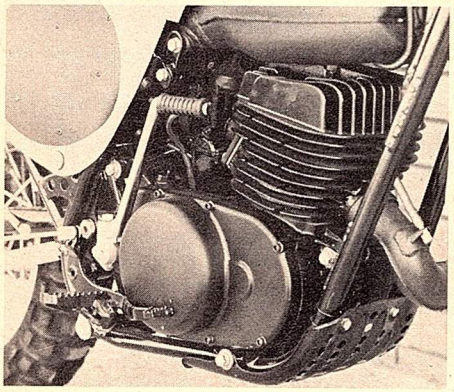
With the close five-speed gearbox, second gear will get you off the line fairly hot. You've got to watch your weight, though, as the bike sits high and if you hook up too soon, you'll loop out. Loading up is never a problem. If you bog it, the reeds will keep it running clean 'til you can clutch it back into the powerband. One tooth more on the countershaft sprocket brings first gear into play more often and gives you grand prix speed in fifth.

The front end plows like a tractor coming into the turns. Even if you move way up on the tank, the front tire breaks loose as soon as you lay it over to any degree. Moving the fork legs up about an inch or so in the fork clamps to reduce the trail helps a little, but you're still going to have trouble holding the inside line against that guy trying to get under you in a fast turn. A front tire change would also help considerably. We've had good results with Metzelers and a

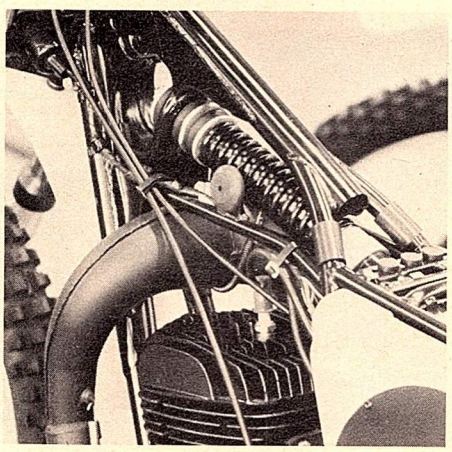
Power comes on surprisingly well for a unit with such a light crank.



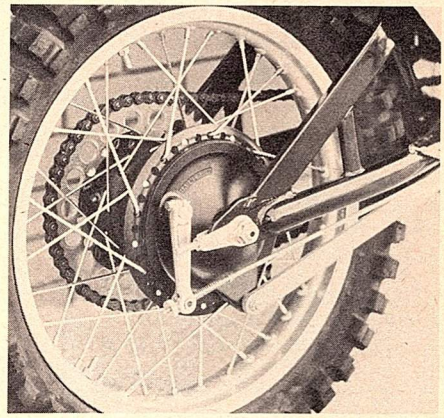
Mag case covers, chrome bore and lots of alloy keep engine weight to a minimum. That pipe has more bends in it than the Snake River.



Shock unit and pipe all fit under the tank. It gives the bike a high center of gravity.



The way that swingarm is constructed keeps it from flexing like most other Japanese swingers.



Full-Bore.

Over the rough stuff and hoopies at speed, the Monocross shows its class. Once properly dialed, the suspension soaks up humps, holes and ridges, making them disappear. It's like watching television pinned in fifth gear: You're seeing it, but you ain't feeling it. There's nothing that's going to get you through a rough section faster than a Monocross.

You can really feel the stroke of the mono unit landing off a flip jump, one of those jumps that toss you way up in the air. When you hit, even on a rock-hard surface, the bike takes it all. It's like jumping into a giant bowl of Kellogg's Rice Krispies. Makes you feel like Superman.

But the long travel rear brings out one design problem the engineers missed, or else didn't feel was serious enough to warrant fixing. When the rear bottoms, the forks will rake out far enough to cause the skinny, turned-down aluminum sliders to bend, and this is happening to many bikes. Those Superman jumps may end up costing you around $180 a pair. Ouch!

Earl Esson, a former Yamaha shop mechanic and an excellent racer, bought one of the first 250s and gave us a little insight into owning one. After a thorough setup and a half-hour run-in, the motor was torn down and the piston was found to be badly scuffed. The trouble was traced to a poorly designed air box. A fiberglass box is pop-riveted to a metal mounting plate and the junction is sealed with a caulking compound. The workmanship in this area is really tacky. The seal is poorly applied and vibration will cause the rivets to work loose, letting all kinds of droog into the downstream side of the filter. This work should all be redone before you even start the motor. Replacement cylinders are around $140.

The fuzzy foam filters are good for about three washings and then they'll start tearing around the sealing edges. At this time, only K&N makes replacements.

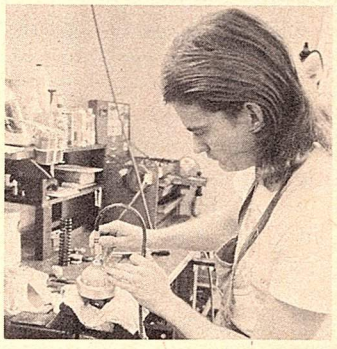
Engine mounting bolts should be cracked loose and retightened after run-in. These tend to work loose and cause frame breakage around the swingarm pivot.

Dialing in the suspension is a major and should be left to a mechanic if you can find one with the tools who knows what he's doing. The YZ seems to be set up for about a 180-pound rider. Orange County Cycle set up our test bike so puss that we strongly suggest you go there. Using about $200 worth of special tools, they tear down the shock unit and install a special damping piston with smaller holes for more damping. They use the stock medium spring, although there is a softer and a stiffer spring available. Then they fill it with 30-weight fork oil and set the nitrogen pressure at 280 lbs./ins. Setting the pressure higher, up to 400 lbs./ins., makes the damping stiffer and increases spring pre-load. Reducing the pressure softens the damping and lightens the spring pre-load.

The forks are all right, but nothing special. They have the familiar tendency to skip around



Too much power gets burnt up in wheelspin on a hard surface.



Servicing the shock unit is not a do-it-yourself project. Find a Yamaha mechanic who has the tools and knows what he's doing. (Szilagyi photo)




2

over rough ground and get twitchy braking hard for a turn. The springs are a little stiff when new and sack out after a few races. S&W makes excellent replacements available through Webco. They're set up for about a 160-pound rider, so you can grind them or add spacers to suit your style.

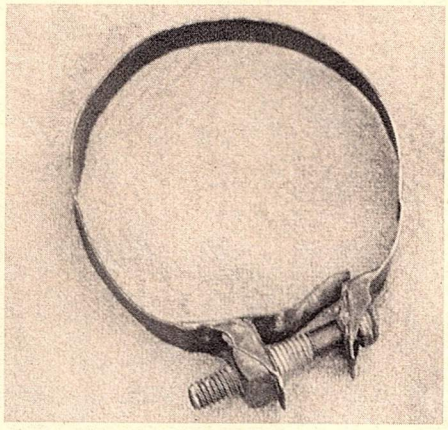
A big drawback to the Monocross is its weight. With many 250s getting in under 210 this year, the Yamaha's 228 is looking a bit porky. The trouble is, there's no place to take off pounds. Everything is already as light as possible, so where you're at is where you stay. The heft really shows up in braking for tight turns. Sometimes, like after a fast jump when you've got to slow in a hurry for a hairpin, you think the bike just ain't gonna stop. Look out, fence! You'll learn to love those excellent Yamaha brakes.

As usual, the Yamaha is very reliable. You hardly ever see one stop working, although there have been a few bugs in the ignitions. Footpegs are shitty. They collect mud and your boots slip off. The shift lever is a little short, but a DT-1 lever is longer and bolts right on, if you care to. Tank's a little wide. People with long legs will burn their right knee on the pipe. Cables and levers and stuff like that work bitchen and are cheap. The piston and ring, which should be replaced about every three or four races, can be had for under $20. The clutch is boss and the gearbox seems pretty sturdy. The whole bike retains its Yamaha personality, if you can dig it.

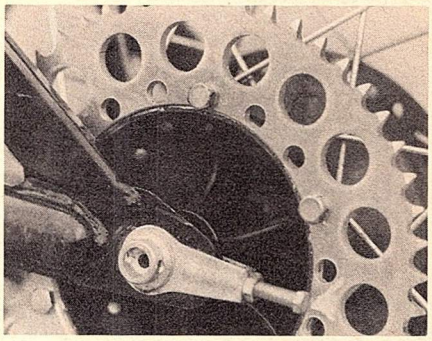
Which brings us to the story about the time Bill Buchka was working on Pierre's Monocross between motos. He'd removed the bizarre expansion chamber and placed it on the ground, then began to adjust the nitrogen pressure in the shock unit, which made a loud hissing sound. Just then, Weinert walked by. Startled by the hissing, he turned, saw the pipe on the ground, screamed "SNAKE!" and beat it flat with a fork tube. Buchka was horrified. "Look what you've done to my pipe!"

"Pipe?" said Weinert. "I thought it was a boa constrictor. You ought to paint it green." *

YZ TRICKS By PETE SZILAGYI



This funky looking clamp is what's supposed to seal dirt out of your $1000 engine. Chuck it and replace with something decent.



Rear sprocket with Enduro bolts installed. Keep them tight.

When you shell out the long, long green for a Yamaha 250 or 360 YZ monoshocker, you're getting a bike that's heavy on technological sophistication, but also one that has a couple of minor deficiencies that could end up costing you lots more. The YZ may have carried Hakan Andersson to a world 250 title, but it's also the same bike that Ake Jonsson couldn't live with.

To eliminate last year's YZ's breathing problems, Yamaha has installed two air filters on the Mono. This helped some, but not enough. The side covers fit too tight. It'll breathe much better if you space out the bottom rear portion of the side covers 3/4 to one inch. Get some Yamaha shift lever rubbers (the ones that look like stacks of faucet washers) and cut them into spacers. Insert them between the side cover and frame on both sides, using the bottom screw. You'll need to get longer screws. Then seal the front and top of the side covers with duct tape. Just opening a small area in the rear will help your breathing considerably, without sacrificing much in the way of sealing. You'll probably have to rejet the carb and go up a couple of notches on the main.

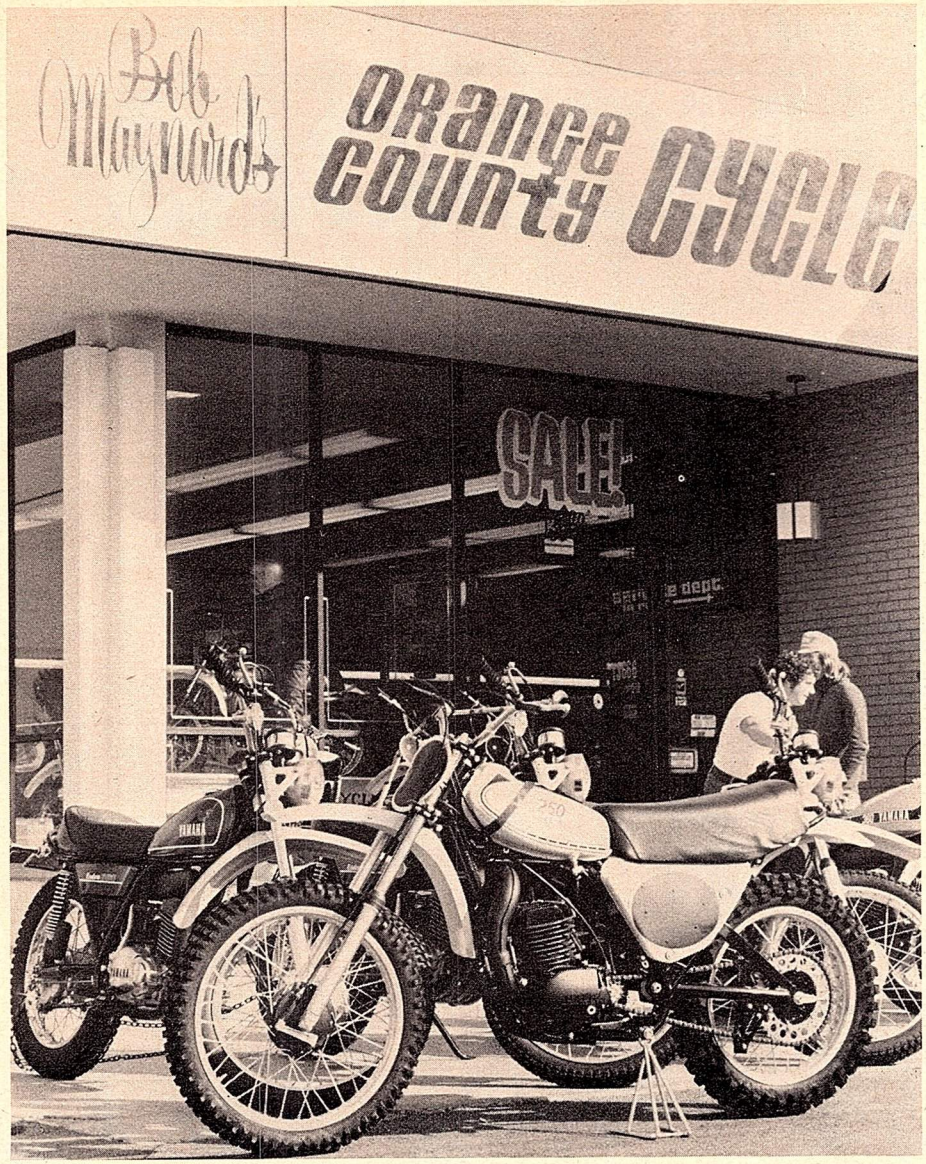
When servicing the YZ filters, keep track of which is right and left. They *are* different. Don't use light oil as Yamaha recommends, use Filtron oil instead. The 360 will suck dirt right through the element if you use regular oil.

Before even firing up your new YZ, replace the stock clamps between the carb and air box with good-quality automotive hose clamps. The stock clamps are cheap and buckle easily; dirt gets in even though the clamp looks like it's sealing.

Another chronic YZ problem, broken rear hubs, is usually caused by loose sprocket bolts. The shoulder on the stock bolts is too narrow. Replace them with Yamaha Enduro sprocket bolts (part No. 214-25411-00-00) which have a shoulder that's six to seven thousandths thicker. The length and threads are the same. Best to toss out the locking clamps, too. Just Loctite the hell out of the bolts. Without the locks they're much easier to check for tightness.

Whenever you change the fork oil in your YZ (after every race day, preferably), take the forks apart and clean them out thoroughly. The seals and wipers don't seal or wipe very well, and just letting the oil drain out the hole doesn't allow the dirt to flow out. This is not just a Yamaha problem, but is common to all motocross bikes with stock seals and wipers.

Do all this stuff first and by all means check the bolts and nuts between every moto. Then you can start messing around with the suspension and hopefully start eating a few Elsies for Sunday brunch.

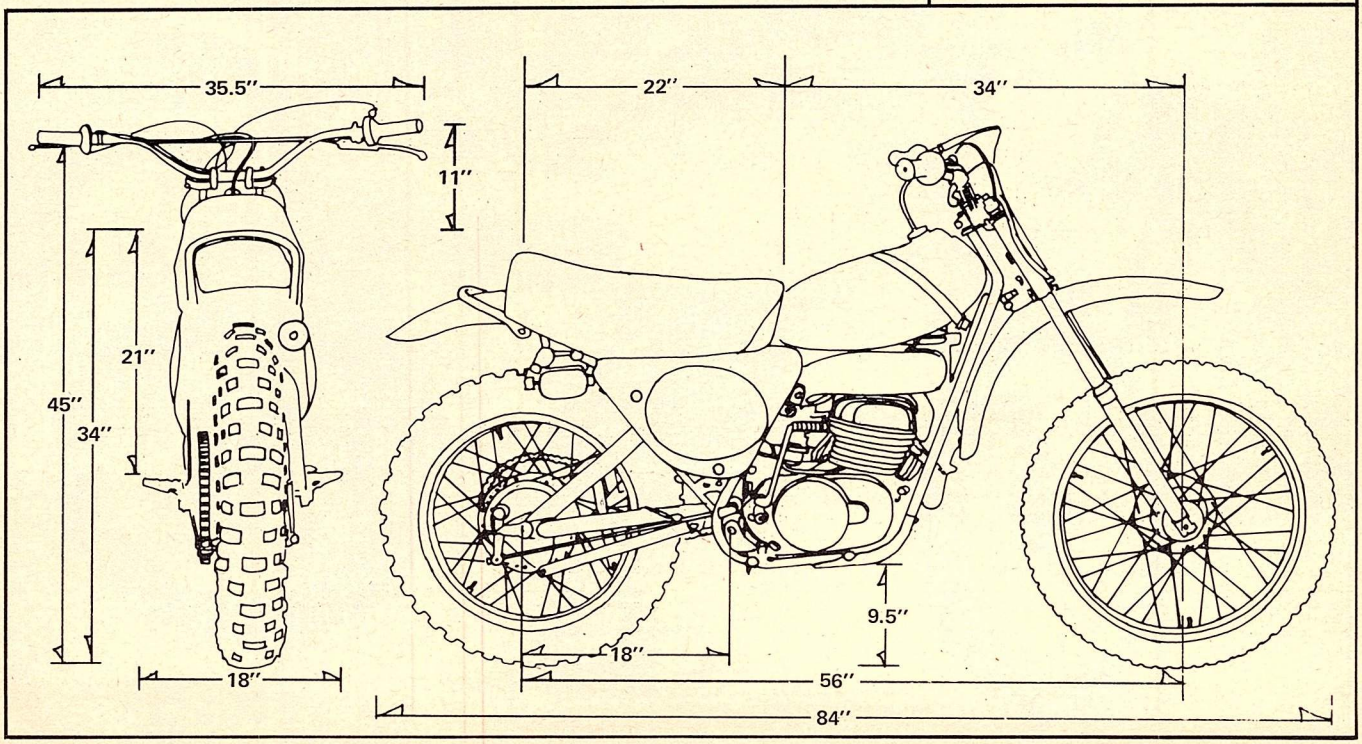


There it is waiting for you and your money.

SPECIFICATIONS

MAKE OF BIKE – YAMAHA

Model	YZ250B
Engine Type	Reed valve, two-stroke single
Displacement	246cc
Bore & Stroke	70mm x 64mm
Compression Ratio	7.8:1
Carburetion	34 Mikuni
Ignition	CDI
Lubrication Method	Pre-mix
Starting System	Primary kick
Air Filter	Fuzzy foam
Recommended Fuel	Premium
Clutch	Wet, multi-disc
Primary Ratio	Gear, 3.08:1
Transmission	Five-speed, constant mesh
Ratio	1.833, 1.409, 1.166, 1.000, 0.857
Sprockets	13/50
Ratio	3.846
Color	Yellow
Frame	Double cradle, steel
Forks	7.5 inches
Rear Suspension	7 inches
Front Tire	3.00x21
Rear Tire	4.60x21
Curb Weight	228 pounds
Weight Bias	55/45
Steering Head Angle	N/A
Fork Trail	N/A
Fuel	1.8 gallons
Gearbox Oil	1000cc
Forks	160cc



THE RC HONDAS

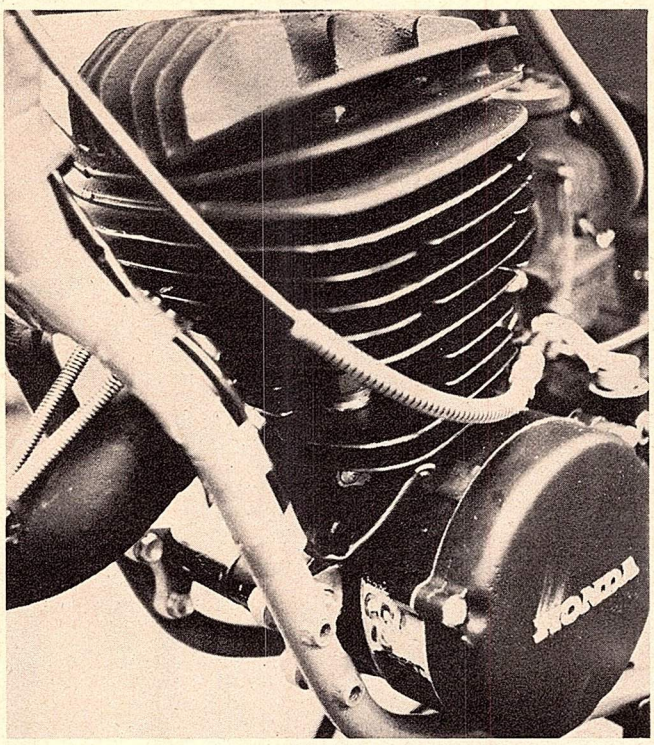
Welcome to the L.A.F.D., the nickname bestowed upon the American Honda racing team because of their fire-engine red racers. Fire Chief is John Blum. Team Manager is Dennis Blanton. On July 5, 1974, a bunch of crates arrived at American Honda's Gardena racing stable. Inside them were the most outrageously trick machines ever built for motocross. Each one handmade. Each part hand-machined. Every nut and bolt created for a single purpose. Conceived and executed by one Miacosi and his team of a thousand little Japanese engineers with chrome moly brains, reed valve hearts and titanium souls, these RC Hondas are the ultimate in technical achievement. Check 'em out.

Right out of "Star Trek," these units have more tricks than Houdini

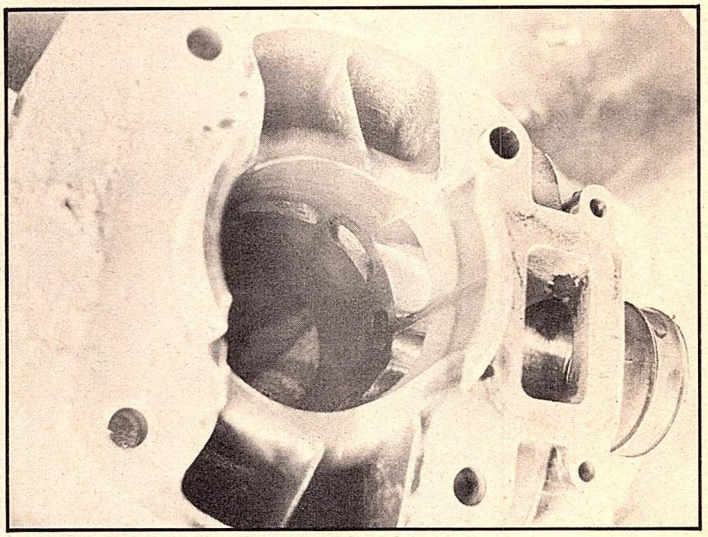
The Stable. Four 250s and four 125s. About a million dollars' worth of equipment.

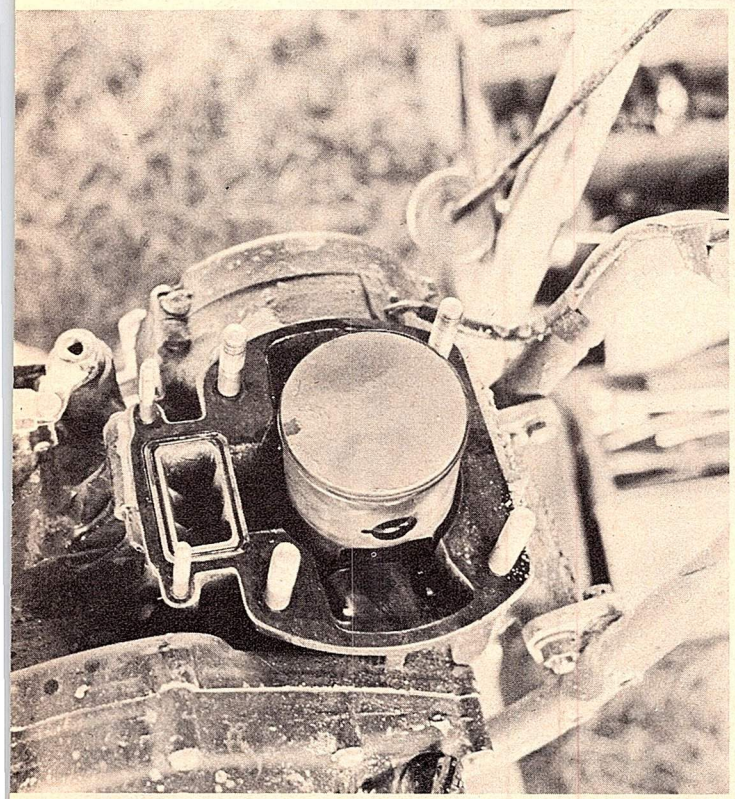


Honda experienced early frame breakage but solved the problem by using better materials and a few well-placed struts. Different flywheel weights are used to suit rider preference.

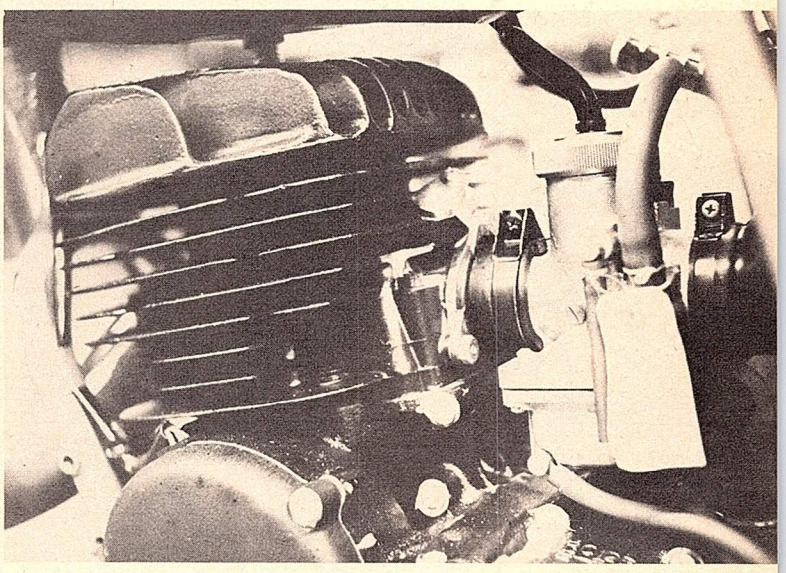


Seven ports, including the tiny booster above the intakes, produce outrageous power. That square hole between the intake manifold and the cylinder is the reed port.





The reeds vent directly into the case, leaving the main intakes wide open all the time.

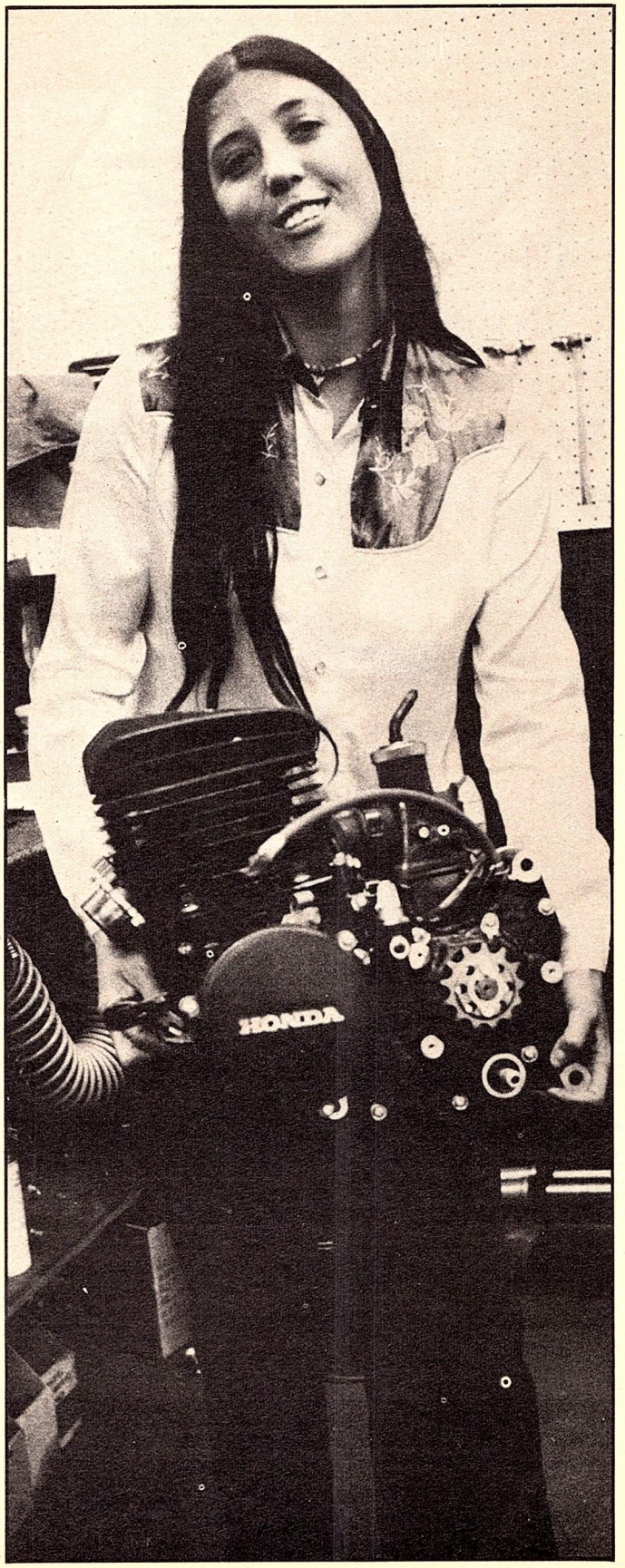


The RC125. The little capped boss above the intake tube will someday hold a fuel injection nozzle. The injector pump will run off the plate you can see behind the carb. There will be no carb. The head is cast from solid copper to aid cooling.

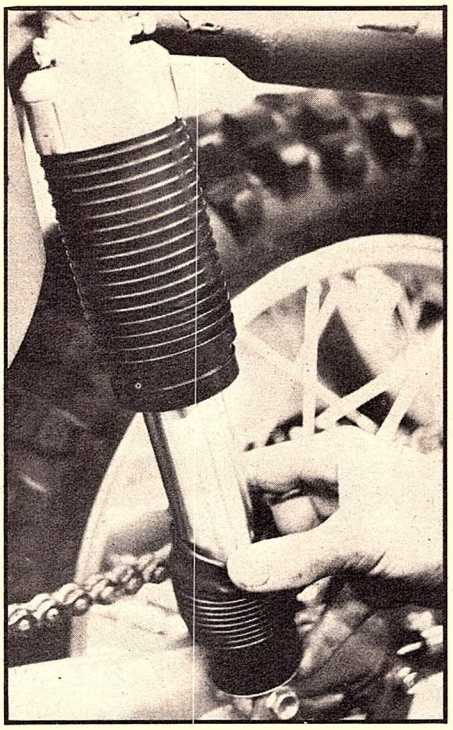
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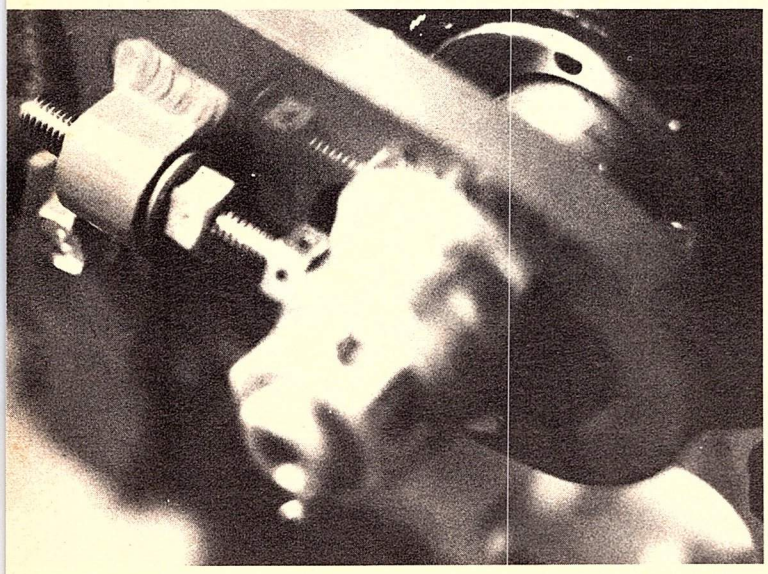
THE RC HONDAS

Complete 250 engine with magnesium carburetor weighs under 35 pounds.



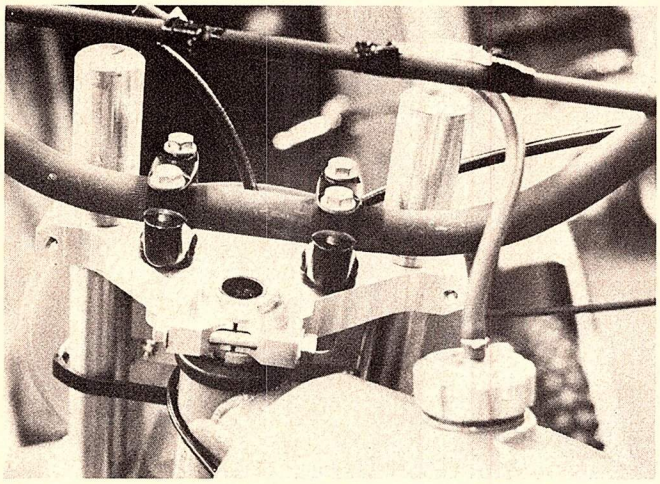
Rear shocks have no springs either, are gas suspended. Aluminum top mounts proved too weak and had to be refabricated with steel. Swingarm is incredibly light, made from aluminum.



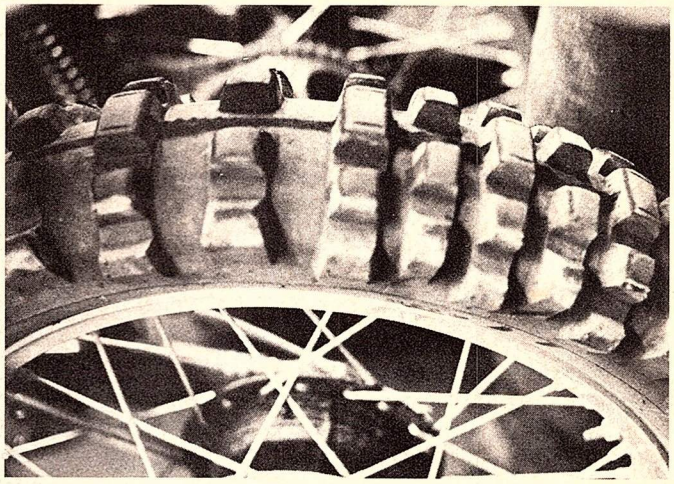


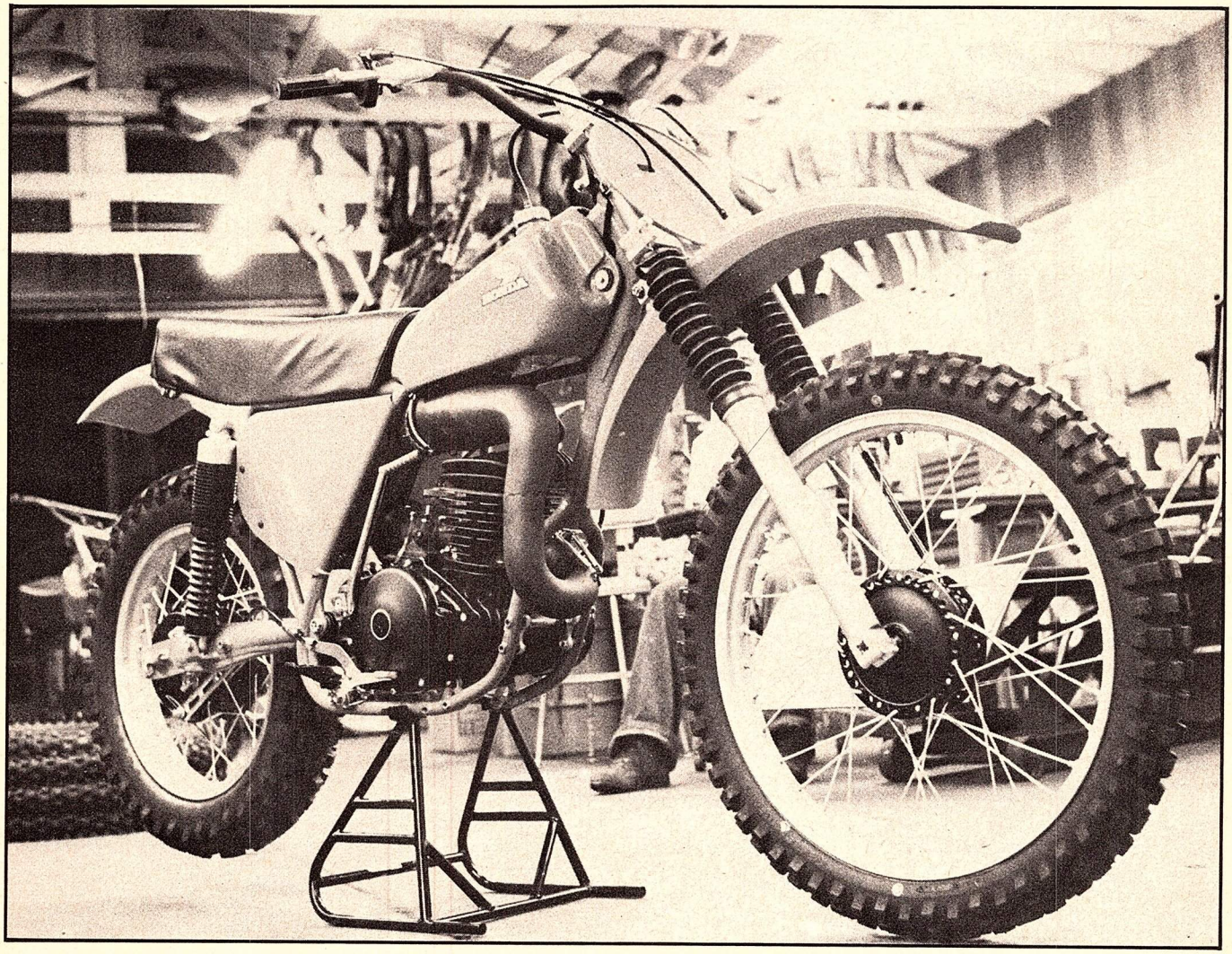
This neat little titanium chain adjuster bolt was hand-machined to be a chain adjuster bolt.

Forks are sprung by gas pressure. These forks have already been replaced by newer, even tricker units — 8½ inches.



Even the tires are trick. Each quadrant on this Bridgestone 3.50 has a different knob pattern for better traction on changing surfaces.





The RC250. Rich Eierstedt says it's the fastest, best handling motorcycle he's ever ridden. *



Mikkola takes Honda Hills TT Championship

LINVILLE, OHIO

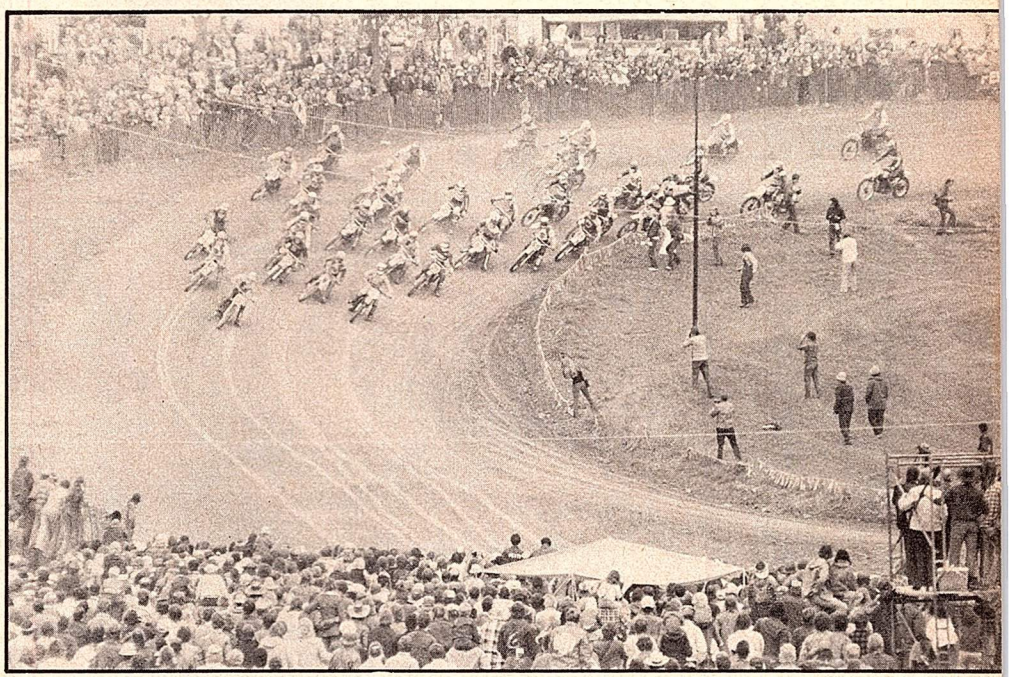
By Dick Miller

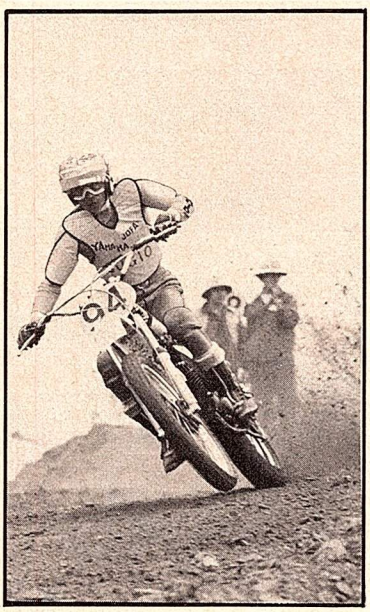
Heikki Mikkola made his debut at Dick Klamforth's Honda Hills Trans-AMA event as the new reigning 500cc World Champion. He had passed on the first two events of the series due to an ankle injury. In actuality he missed only one point-paying event because of the lack of sanction for the Copetown race. This was the first confrontation between the new champion and Roger DeCoster, the deposed champ, before an American crowd. Roger had won the first two events and there was speculation that he would very much like to win the Trans-AMA series to soothe his disappointing Grand Prix season. It was to be a disappointing day for Roger, because Heikki also wanted to prove why he was the new World Champion. He did it convincingly by running away with the first moto and settling for an unthreatened third in the second for the overall win.

Most of the riders who knew the Honda Hills course prior to the race were critical of it. When we arrived on the Saturday before the race and walked the course, we knew why. There was a scrambles meet being run when we drove up. Figuring we were at the wrong course or that a new layout was going to be used, we asked where the Trans-AMA event was going to be held. We thought they were kidding when we were told that we were looking at it. The bikes on the course had K-70s for traction. Actually the scrambles course was only a part of the Trans-AMA event, because after Saturday's racing Klamforth's crew was going to work through the night and shape the Trans-AMA track by adding additional length, and hopefully something a little more natural in terrain.

When Sunday morning dawned the course had been laid out and manicured. The start area was a WFO downhill sweeper that any National number class C rider would love. The rest of the track was made up of man-made jumps

Thorwaldson's Suzuki pulled away from the field at the start of each moto. He was able to hold the lead for a couple of laps until Weil zapped him.





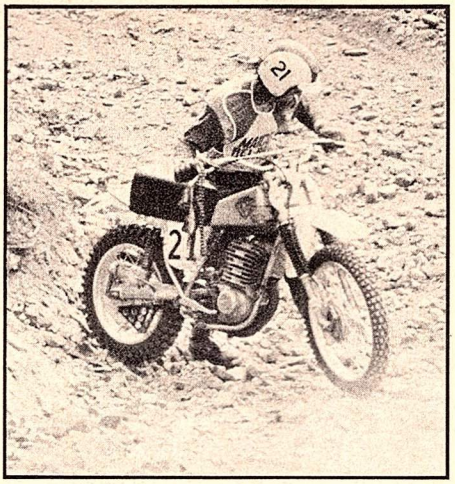
Japan's Yukio Sugio was the highest placing Yamaha with a tenth overall.

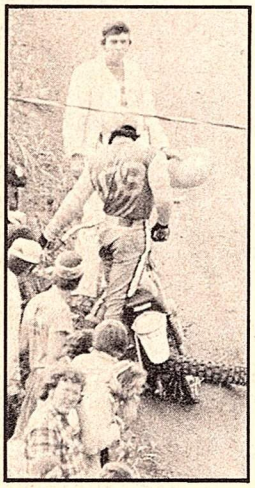


Harry Everts does not like fast tracks. He also did not like the rock that cracked his jaw and loosened his teeth.

Weil's chain cost him . . . So did Stackable's . . .

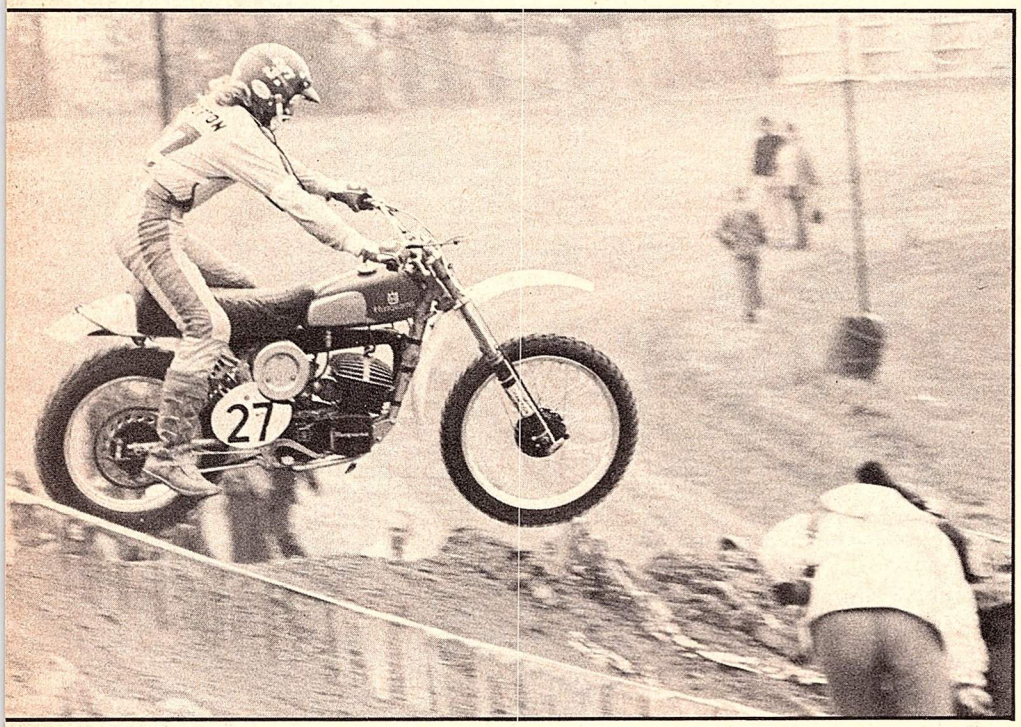








Rick Graszl's wheel exploded . . . So did Terry Clark's . . .



Kent Howerton was the class of the 250 Support race as he wrapped up his second Trans-AMA with wins in each moto.

OPPOSITE PAGE: A mindblowing dice with Brad Lackey in the second moto gave Jim Pomeroy the best finish by an American so far in the series.

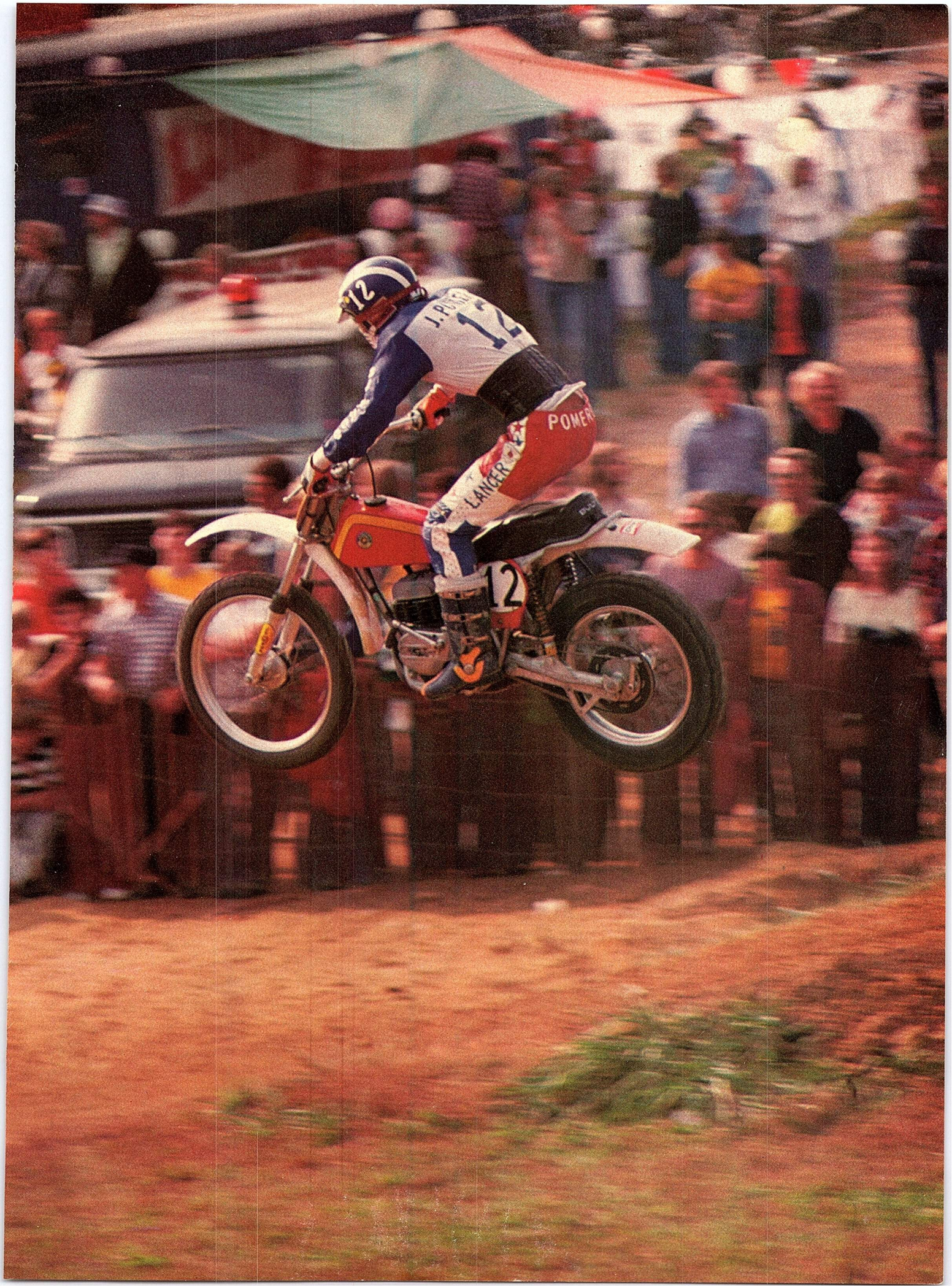
with flat landing areas and drop-offs of the same. There were a couple of uphill/downhills thrown in for the "natural part" of the course. Unfortunately these hills were littered with jaw-busting boulders. Very fortunately, it had rained heavily the night before the race and this was sufficient to keep the dust down until the final race of the day.

A large crowd turned out for the event. It was the first race of the series in which all of the teams were present along with their top riders. They were not going to be disappointed, because it was a spectator's delight. The bright oranges, reds and yellows of the late fall season foliage were the backdrop for the first moto start of the International class.

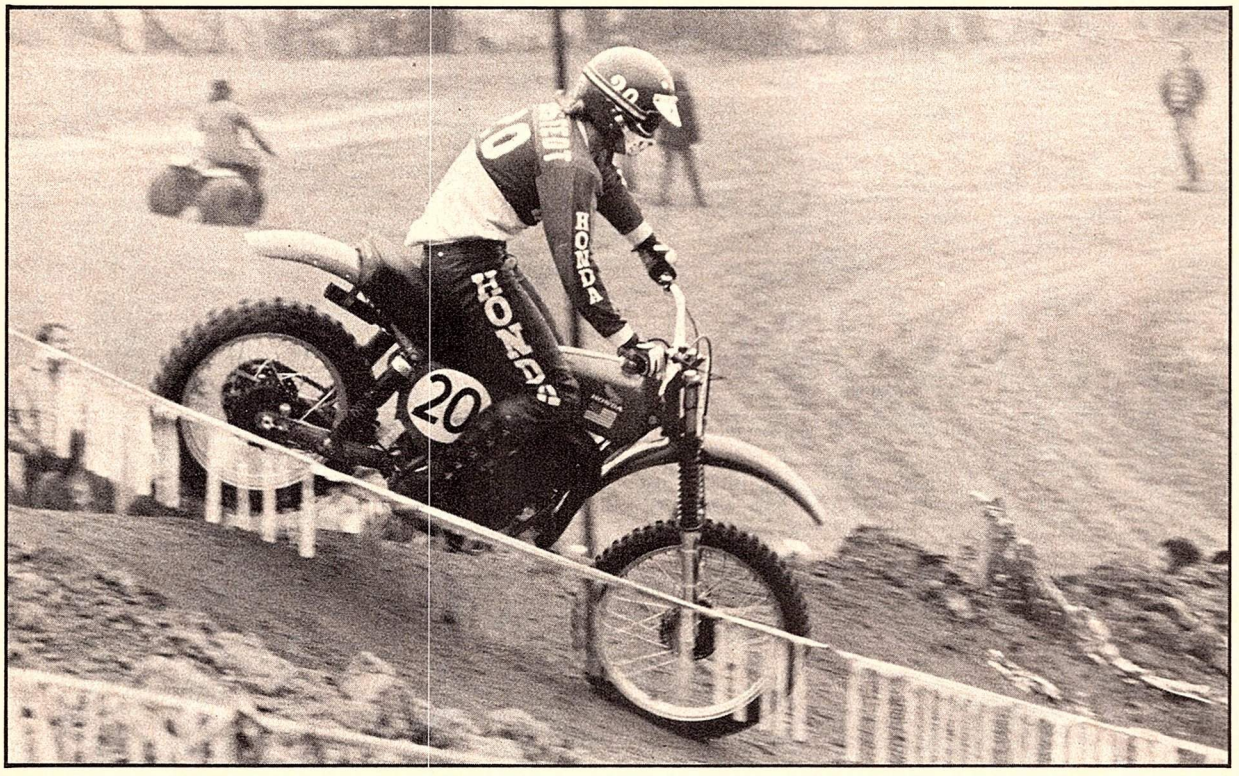
Richard Thorwaldson came out of the starting gate and into the 70-mph sweeper like he was a class C rider, which he used to be, and took a commanding lead over an outstanding field of four former World Champions and the rest of the top motocrossers of the world. While the rest of the field was in pursuit of Thorwaldson, Weinert and Runyard were busy looping their bikes at the start line.

It took Adolf Weil about two and a half laps to catch the flying Thor. In the meantime, Mikkola was picking off Eierstedt and Karsmakers to pull into third behind Thor. After a matter of minutes he had reeled in both Thor and Weil to pull into a several-second lead. Pomeroy was also busy working his way through the pack, as was his Bultaco teammate, Aberg. Lackey, DeCoster and many other top riders were struggling to make up for a poor start.

About halfway through the moto several riders started dropping back or pulling off the course for various mechanical reasons. It had been established from prior races at this track and also at practice early in the day that the course was a bike-breaker. Rex Staten split the fork crown on his four-stroke Honda while


12
J. PONTE
12
POWER
LANCER
12

Richard Eierstedt mono-wheeled his way to a seventh overall. Pretty impressive considering the competition.



flying off the man-made jumps in practice. Since Honda had experienced no frame problems prior to this event, they didn't have a backup bike or frame. Staten started the event with Honda's potent 400 two-stroke instead. DeCoster broke both wheels of his Suzuki, Lackey broke one wheel. The Maicos were shedding chains right and left with Stackable doing it early and then Weil with only a few laps to go. Rick Graszl's Maico wheel disintegrated on landing after one of the downhill jumps, but he didn't get hurt.

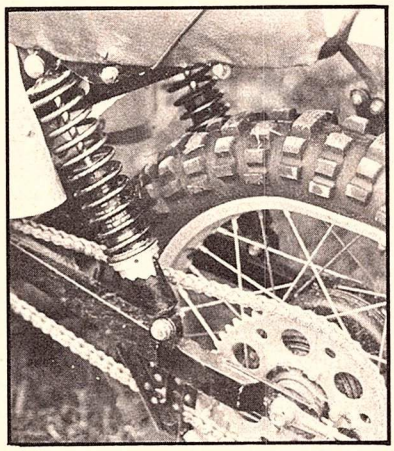
While the course was taking its toll, Aberg was steadily working his way to the front, and after Weil dropped out he pulled into third. Shortly thereafter Karsmakers seized his Yamaha, letting Aberg take an easy second to Pomeroy's third. Wolsink pulled in for a solid fourth. Heikki made his first-moto win look easy as the bikes were disintegrating around him.

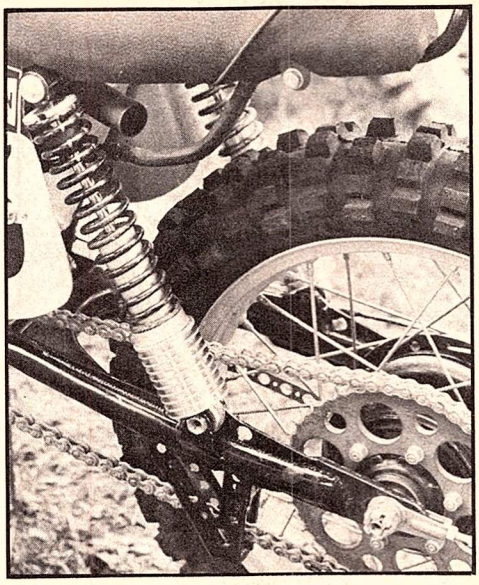
The factory teams regrouped after the first moto. The pits were busy with mechanics and riders frantically changing wheels and welding cracked frames. The privateers were busy tightening

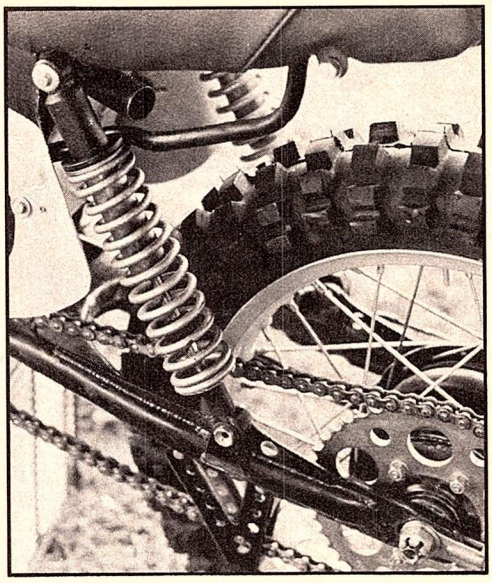


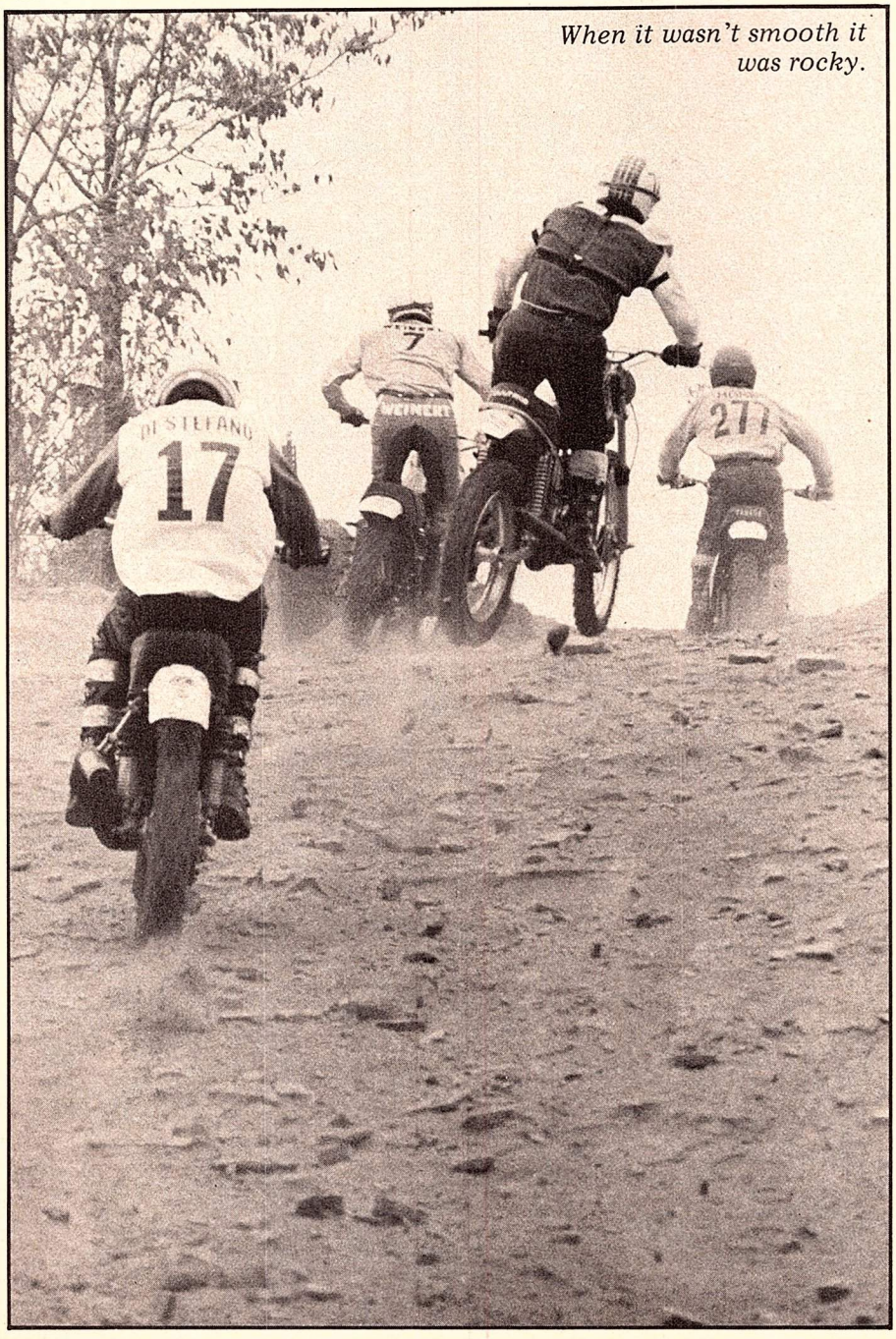
Roger's bike got the ole "cut the tire with razor" trick.

You think you've got troubles trying to sort out your rear suspension . . . Team Kawasaki tried everything.









When it wasn't smooth it was rocky.

spokes and praying a lot. The early leader of the first moto, Thorwaldson, was switching back to his "Junior" goggles. He had started the race with a set of Carrerras which he had never used before, and the sweat had run down the inside of them, blinding him enough that he had to stop to clean them. He still finished a creditable 13th at the finish, but was disappointed with himself. The Kawasaki team was trying to figure out handling problems plus a multitude of complaints from their riders about the lack of power. It was not to be a good day for Team Green.

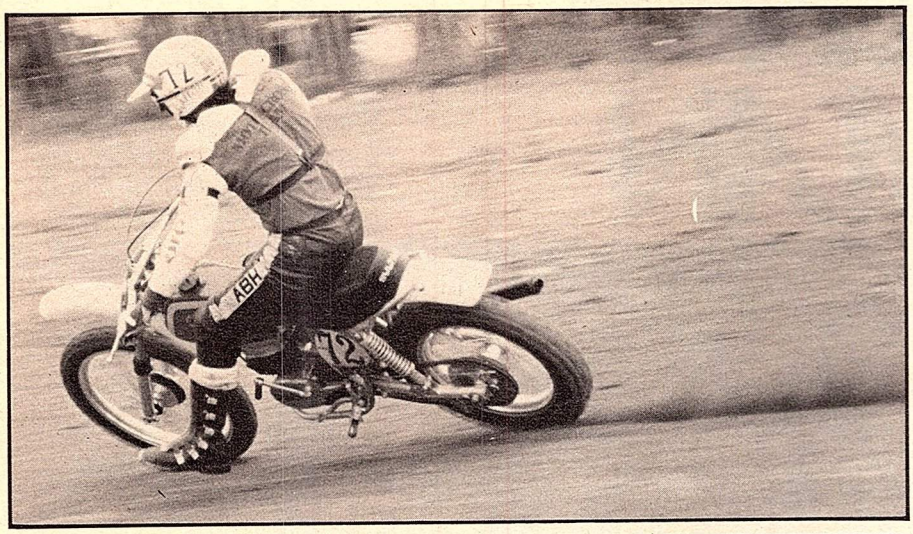
When the gate dropped for the start of the second moto Hartwig, Thorwaldson and Stackable jumped into the lead, only to be passed on the outside at the end of the sweeper by a WFO Adolf Weil. That was the last anyone ever saw of Weil as he motored into a lead that only Aberg looked to have a chance of catching. Going into the tight hairpin at the end of the start sweeper, four riders tangled. When the dust cleared, Bauer, Karsmakers and Holcomb were still untangling themselves. Bauer was able to work his way back to 13th before the finish, but Karsmakers ended with a DNF.

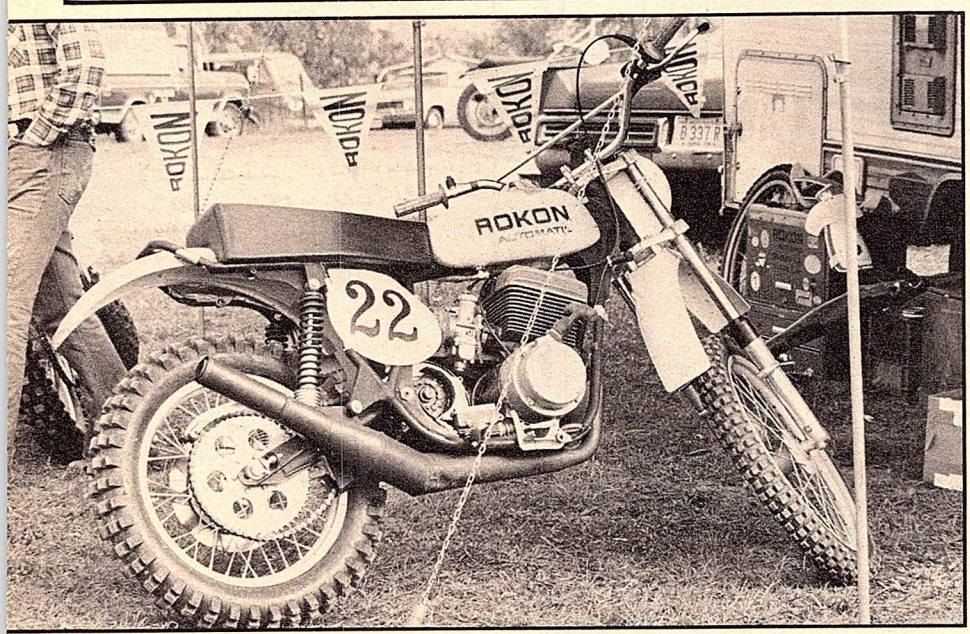
Back up front, Aberg was chasing Weil and seemed to be pulling him until he lost it on a fast downhill right-hander, ending his riding for the day. Hartwig inherited second, only to be passed by the flying dentist, Dr. Wolsink. Later Mike was to have a flat tire ruin his chances for a


JOFA

OPPOSITE PAGE: When the wheels on his Husky weren't coming apart, Brad was really steaming.

Tartan-helmeted Vic Allen from Scotland was wishing he had a steel shoe.





Harris' Rokon had rear wheel problems: adjustment, that is.



Pomeroy is about to hear the Belgian version of "Ohh my aching . . ." (If the last part was blank you know I've been censored.)

super finish. Mikkola was content to hold down a secure third toward the end of the moto, because he had the overall sewed up unless there were some drastic changes. Pomeroy could be the only threat and he was running behind Lackey, who was holding onto fourth. The second moto was much like the first, with quite a few riders pulling out with mechanical problems and wheel breakage. Torlief Hansen pulled over for Ake Jonsson when he crashed early in the race. Harry Everts took a nasty hit on the jaw from a rock and a few teeth were knocked loose. Roger DeCoster was content to sit back in seventh to finish the day with a fifth overall. Roger likes a rough, difficult track and was less than happy with the high-speed Honda Hills course. Vic Allen's Bultaco DNF'd the first moto but earned him a sixth in the second.

Jim Pomeroy was far and away the best American, with two good rides for a third overall. Had it not been for Lackey's broken wheel in the first moto, it would have been very close between these two top Americans. Another rising star on the American scene is Richard Eierstedt. His seventh overall finish showed his potential for being a rider to watch in the rest of the series. He does not seem to have the staying ability of the seasoned Europeans, but he is a definite comer.

As the Trans-AMA circus heads for Road Atlanta, the next race, Gerrit Wolsink is the point leader with two consistent second place finishes. DeCoster is still to be reckoned with. *

RESULTS

HONDA HILLS TRANS-AMA

International 500cc

1.	Heikki Mikkola (1-3) Finland	Husqvarna
2.	Gerrit Wolsink (4-2) Holland	Suzuki
3.	Jim Pomeroy (3-5) Washington	Bultaco
4.	Brad Lackey (7-4) California	Husqvarna
5.	Roger DeCoster (5-7) Belgium	Suzuki
6.	Willi Bauer (6-12) West Germany	Suzuki
7.	Rich Eierstedt (8-13) California	Honda
8.	Rich Thorwaldson (13-10) California	Suzuki
9.	Rex Staten (12-11) California	Honda
10.	Yukio Sugio (9-15) Japan	Yamaha
11.	Tony DiStefano (17-8) Pennsylvania	CZ
12.	Mike Runyard (16-14) California	Suzuki
13.	Ivan Miller (15-16) England	Penton
14.	Steve Stackable (28-9) Texas	Maico
15.	Tim Hart (18-19) California	Yamaha
16.	Adolf Weil (39-1) West Germany	Maico
17.	Bengt Aberg (2-39) Sweden	Bultaco
18.	Sal DeFeo (24-188) New York	Maico
19.	Mike Kessler (22-22) New Jersey	Yamaha
20.	Vic Allen (39-6) Scotland	Bultaco

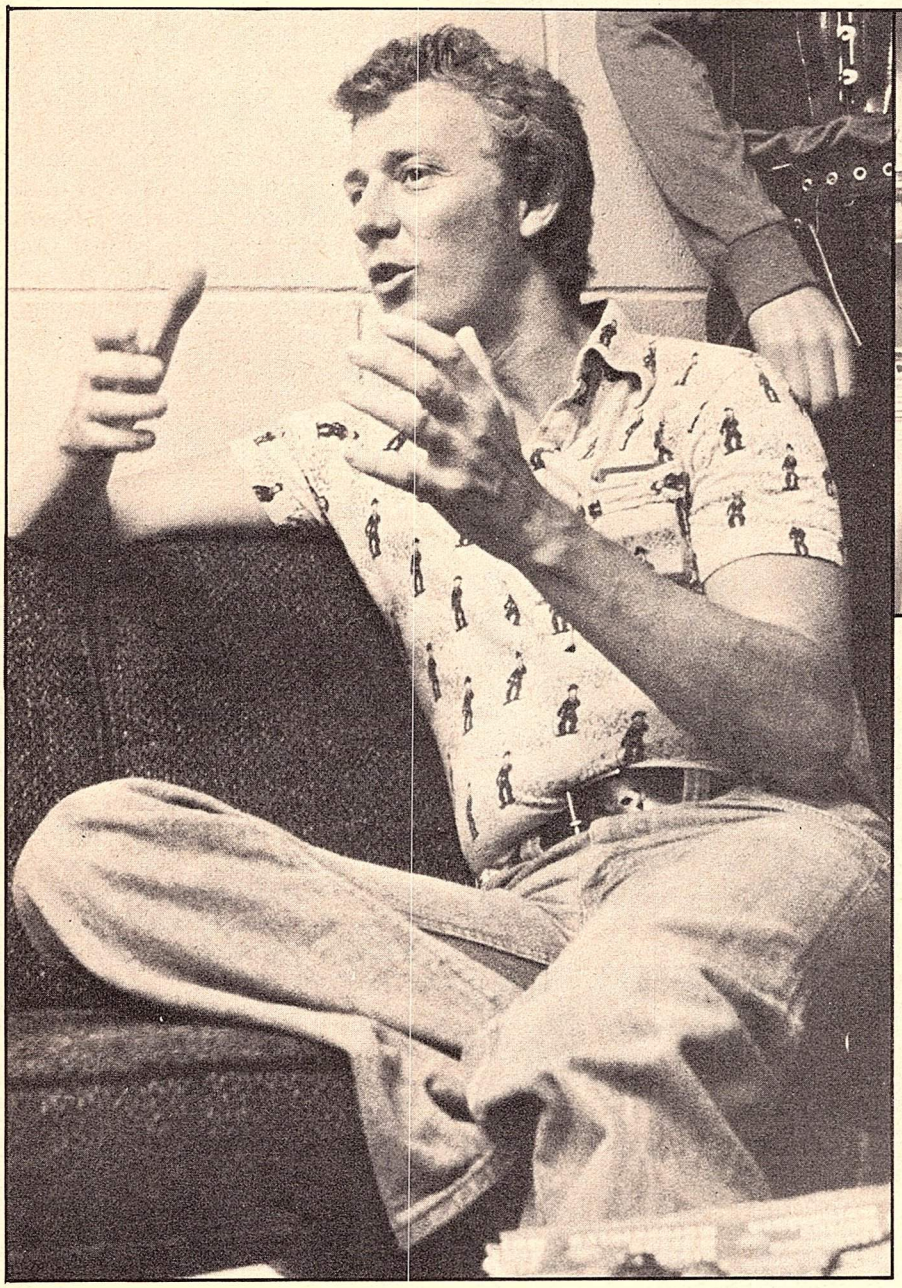
250cc SUPPORT CLASS

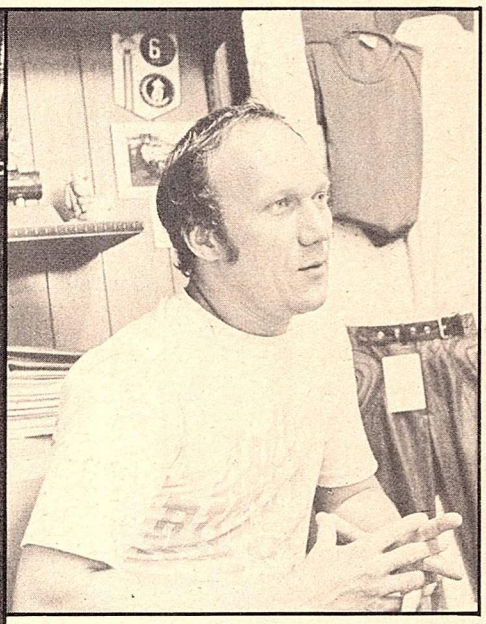
1.	Kent Howerton (1-1) Texas	Husqvarna
2.	Frank Stacy (3-2) New York	CZ
3.	Marty Smith (2-3) California	Honda
4.	Peter Lamppu (4-7) California	Montesa
5.	Robert Plumb (8-5) Utah	Maico
6.	James Studdard (13-6) Missouri	Yamaha
7.	Jim Slife (11-8) Iowa	Maico
8.	Jim Wicks (10-11) Colorado	Maico
9.	Jim Turner (15-9) California	Bultaco
10.	Ken Zahrt (21-4) California	Bultaco

PERSONALITY

TORSTEN HALLMAN

LARS LARSON, Swedish, 33 years old, five ISDT Gold Medals, twice Swedish team motocross champion. Lars is the only person ever to be first on two different national ISDT Trophy Teams.





TORSTEN HALLMAN, Swedish, 35 years old, four-time 250 World Champion. He was the only man who could ever race with Joel Robert, but Joel was the only one who could ever race with Torsten.

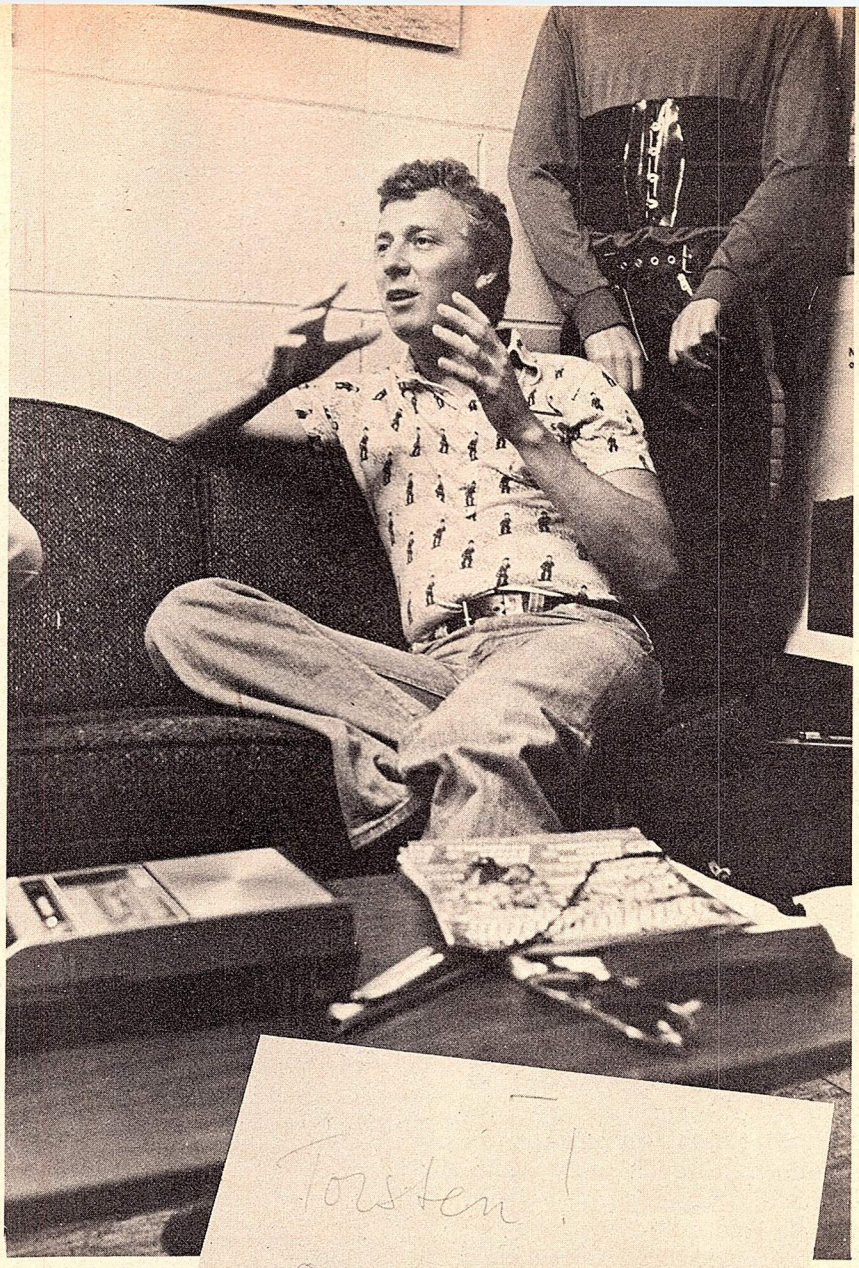
Philosophy, nostalgia and racing from the four-time World Champion, with a little help from Lars Larson.

ABOUT RACING GRAND PRIX

It was quite difficult, hard competition. I mean we were friends, like with Joel and me and also Dave Bickers — he was also the same speed — but we never had any bad, what do you call it, fight or somebody thinking the other was a bad guy.

In so many races in '66 and '67 we used to win one race each, you know? If I won this time, then Joel would win the next. This went on for years. He'd win or I'd win with one-tenth of a second. It was that close all the time. It seemed one of us would have to crash, but we never did too much. If we were coming into a turn and he was here and I was here and I

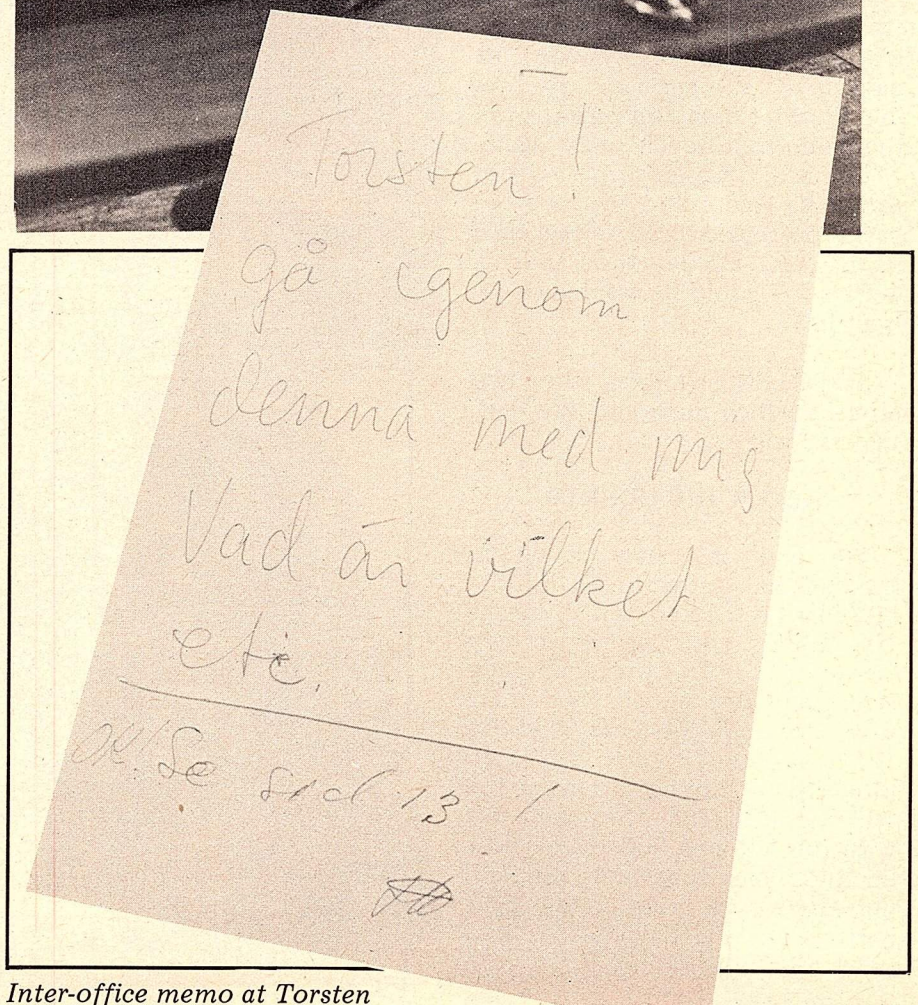
"For so many years Joel and I raced like this. I don't understand how this could go on for such a long time, but it did."



was coming too quick and couldn't brake and I was going to hit, he'd just move over and go around. And next time he maybe missed a corner so he was nearly going to hit me but I would make the same mistake so we wouldn't crash. But it was so many years, from '63 to '69 — I don't understand how this could go on for such a long time, but it did.

I remember in '68 Joel and myself was winning like this all the time. The final race was in October in Austria and the race before that was in August. So for two months I had all my concentration on just this one race in October. Everybody I talked to for two months would talk about this race. I could never go away from thinking about this race. This two months, I think, was the worst two months in my life.

LARS: I will never forget that race. After 20 minutes in the first heat Torsten had a 21-second lead and then he got the flat tire. Yeah, he was riding on that flat tire so *fast* then, but finally Joel caught up with him. It was just when they came around a bend and went out on a long straightaway before going uphill. Then Joel was right on his ass, you know? And he was going to pass him and they went out on the straightaway and Joel went up by the side of Torsten and looked down at his tire. And then Torsten pointed down at the tire as if to say, "Sorry I can't race with you any more." And they rode together side by side for a moment looking at each other, then Joel waved like he was saying, "See ya," and took off. It was fantastic, it was fantastic. They lapped everybody except Sylvain Geboers who was in third.


Torsten!
gå genom
denna med mig
Vad är vilket
etc.

Inter-office memo at Torsten Hallman, Inc.

"We had only 16 horsepower and the Jawas and Maicos had much more, but we would still win."

Joel won by 16 seconds, so in the last moto he had to beat Joel by more than 13 seconds, which is pretty tough. They had this long race and Torsten took off and gained the lead and opened it up to more than 13 seconds. They had this long downhill that was like this, and everybody was click-clacking down the hill. But Torsten never touched the ground. He was in the air all the way down. Other guys were lapping and passing on the downhill but every time Torsten did it, it didn't look like he passed them, he looked like he went *through* them. He was so fast he looked like he went through everybody he passed. It was *fantastic.* He was the World Champion again, until the damn motorcycle broke again.

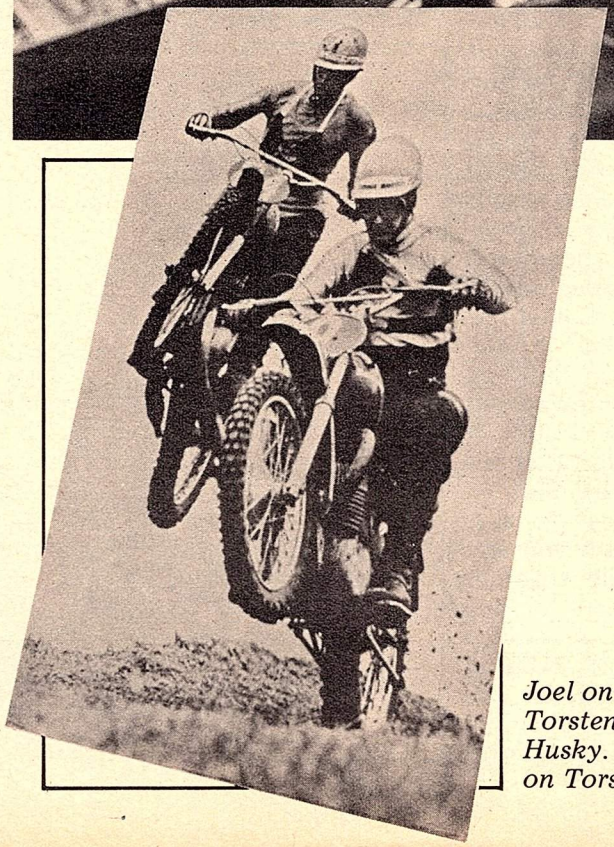
I consider myself seeing a lot of motocross races and that was the best motorcycle race I've ever seen in my life. I'd pay thousands of dollars if I could be assured to see it again.

TORSTEN: It was the two months which made me like that. I guess I was crazy.

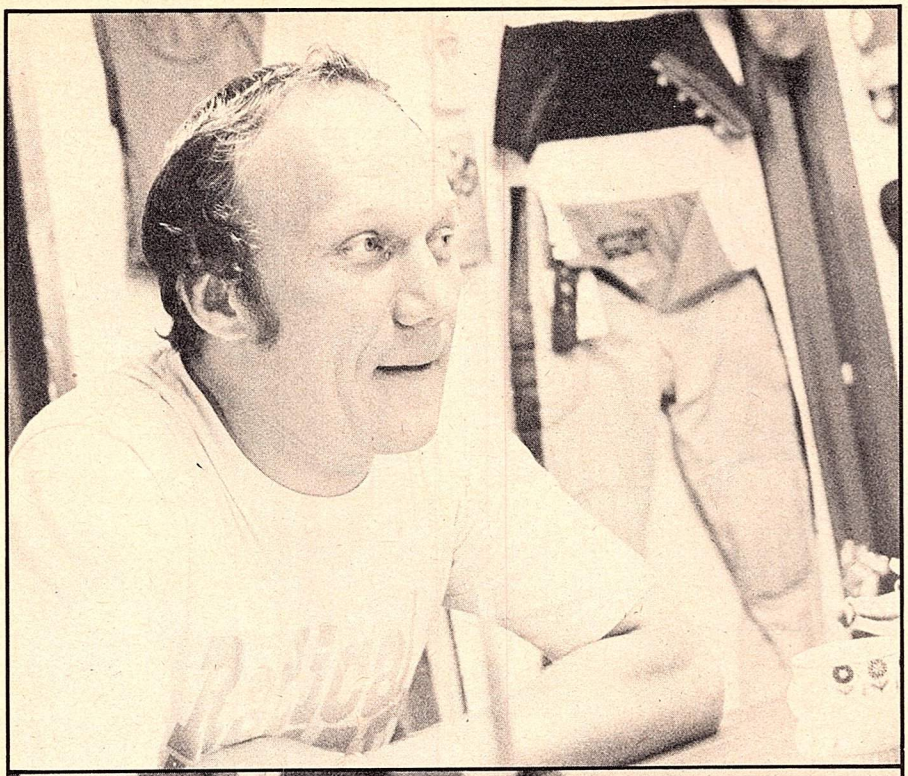
ABOUT HIS HUSKYS

We had this new ruling in Sweden that started in '54. All the bikes below 75 kilo, which means 165 pounds, could be ridden by a 16-year-old. So the complete Husqvarna line ended up coming from this rule. First they had the 100cc below 75 kilo, but then they started boring it out to the 125 and 150. Then they came out with the 175 and 200cc, all below 75 kilo. Then they built the 250, but they were using all the light parts from the original 75 kilo bike: tiny hubs, skinny forks, even a three-speed gearbox. So the 250

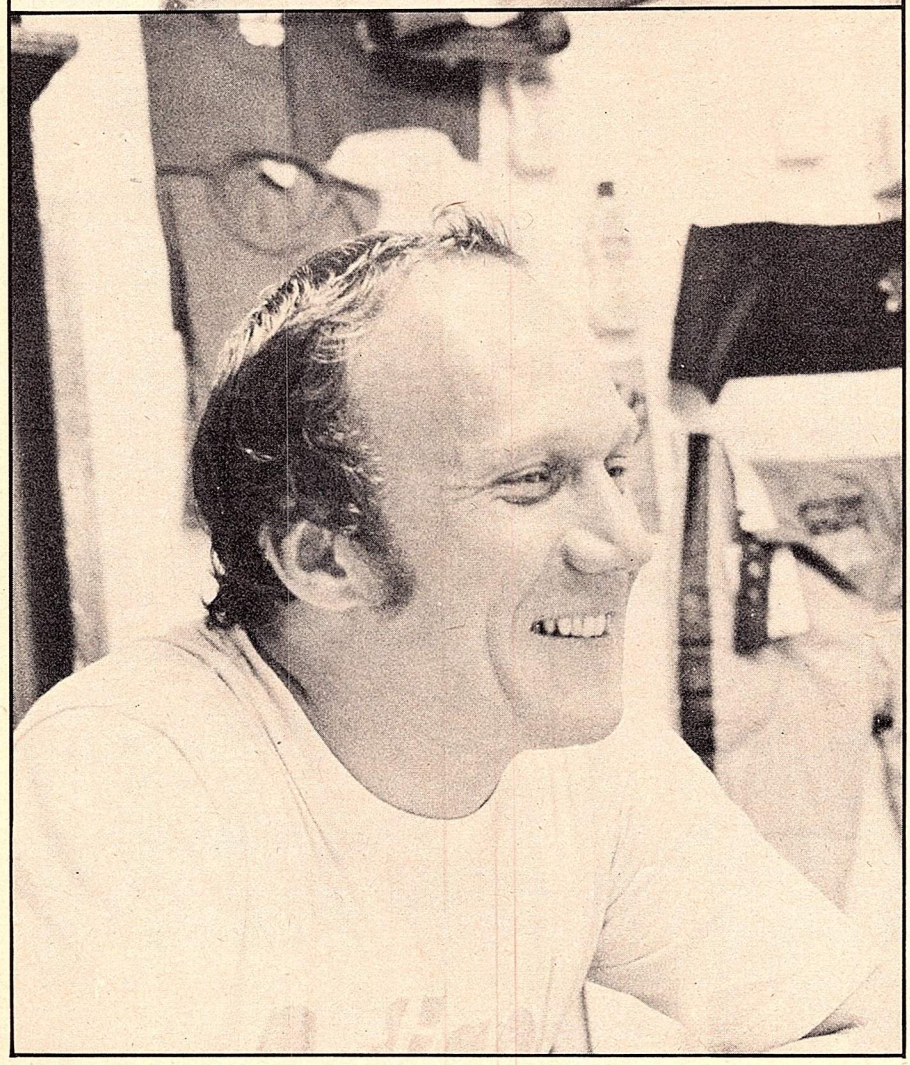




Joel on the twin-pipe CZ and Torsten on the three-speed Husky. Yup. That's a kickstand on Torsten's bike.



"I'd pay thousands of dollars if I could be assured to see that race again. It was fantastic."



"So I spent two days in Chicago and I couldn't speak a word of English. And I thought I was somewhere in San Diego!"

which we rode in the Grand Prix was only 78 kilos in the first years. We only had 16 horsepower and the Jawas and Maicos had much more power, but we would still win. This was because they weighed maybe 130 kilo and ours was only 78. But nobody then was thinking that had anything to do with why we could win races. Now we understand much more.

ABOUT JOEL ROBERT

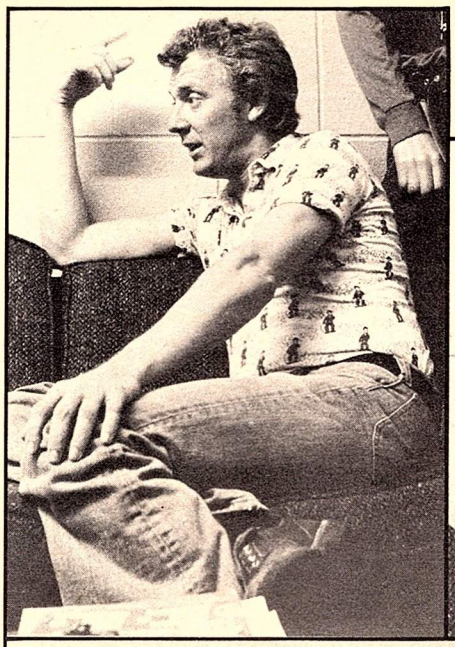
Joel was six times World Champion. He won his first World Championship when he was 19 years old in '64 and his last one in '72. That's six championships in eight years. Nobody has done that except Joel. His bikes were always much better than the others. Like in '71 and '72 his Suzukis were much better, much lighter. And Joel, of course, is very, very good. But he has to have the feeling that he has a little bit better bike and then he goes much faster. If he thinks his bike is below the rest of the bikes, then he cannot ride at all. He is this type of man. He has to have the feeling that *he* has the best bike, and *then* he is fast. But now, in '73 and '74, the Suzuki isn't the best bike. So now this is trouble.

There are stories about Joel, about his drinking. I don't know how much you know Joel, but he is this kind of man, you know? If you have ten people and everybody is drinking, Joel can be there too, shouting and screaming, but he is not drinking. *Sometimes* it happens, sometimes. Sometimes you have to carry him out.

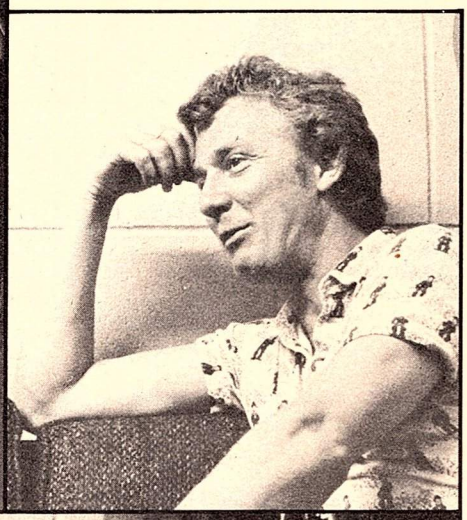
ABOUT AGE AND ADOLF

I figure in this Grand Prix racing, you have ten years, that's

"Husqvarna lost interest. I thought maybe they should have made some kind of offer to me, but they didn't. I had to think about going somewhere else."



"Yamaha brought me a new 496cc two-stroke. It was 52 horsepower and the throttle stuck open."



about it. If you ride Grand Prix, then your body gets worn out in ten years. It was about ten years for me, ten for Joel. You cannot push yourself beyond that. It's the same with Adolf Weil. Many people think he's very old to be racing Grand Prix, but he *started* very old. He started when he was 28 so he should be able to ride and still be good until he's 38. And he will. He'll get worn out from 28 to 38 instead of the rest from 20 to 30.

ABOUT HUSQVARNA

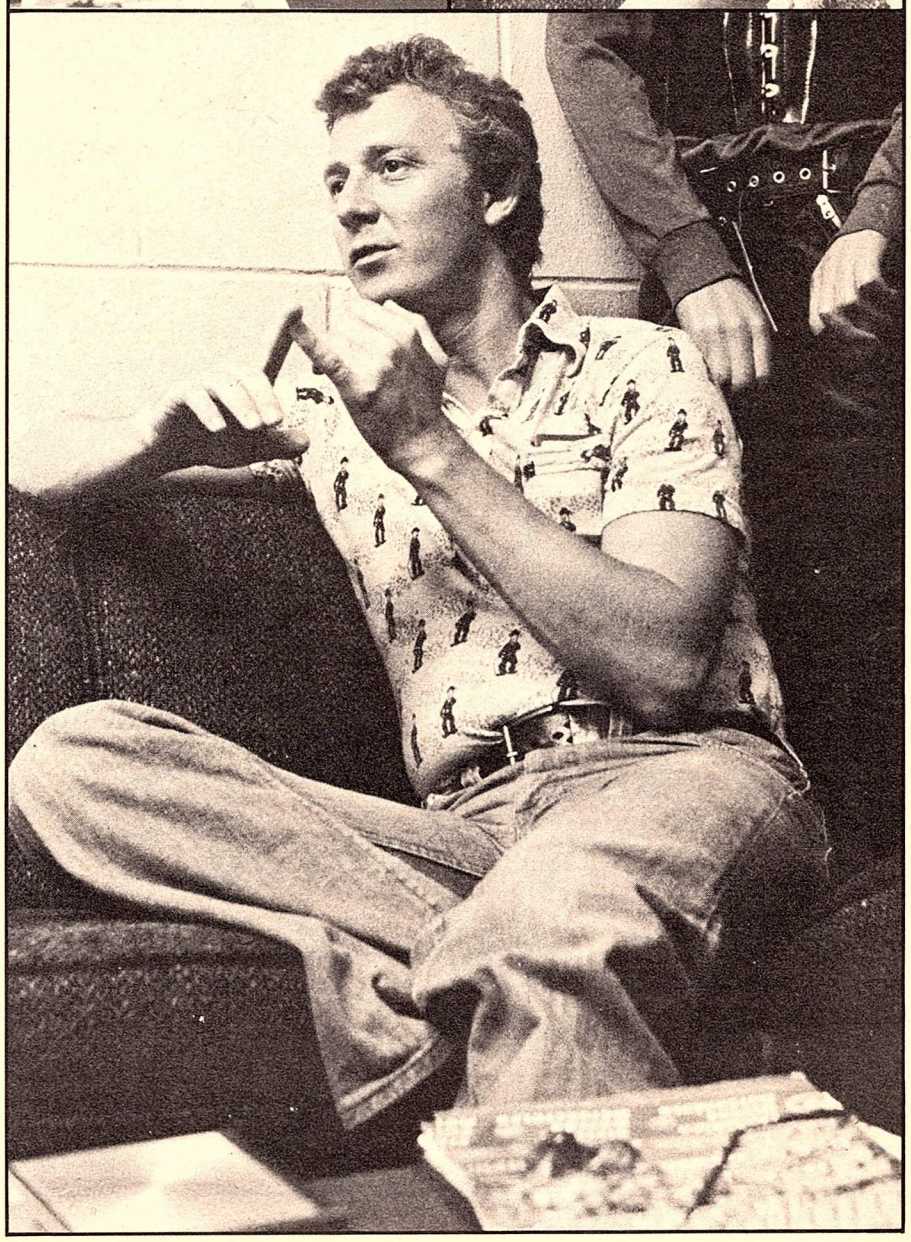
Husqvarna lost interest. I had to think about going somewhere else. It was just like with Bengt Aberg. If they figure they cannot get something back, they just tell you to move on. I thought maybe they should have made some kind of offer to me, but they didn't. So I went to this first snow motocross and I won the race and the newspaper guys came and I told them I got an offer from a Japanese company. *Then* Husqvarna came with an offer, but Yamaha came too.

LARS: They never knew the barn was empty until the horse was gone.

* * *

It was a big change for all the riders when the Japanese factories entered Grand Prix. All the riders started talking about money and how much. So all the European factories like Husqvarna had to come up with a lot of money to keep their riders. Like Aberg and Kring and Torlief and Mikkola — they had to pay them as good as the Japanese, otherwise they wouldn't've stayed.

But I think they burned their



"I don't think any suspension can beat the Monocross."

fingers because Kring was crashing and Aberg was coming down. They didn't get the results out of the money they paid. So they completely changed after that. They made a bonus system: If the rider made good results, he got *very* good money. I think that's how Mikkola was set up. I think his contract money isn't that high but his prize money is way up there.

When I won my first World Championship, I got to keep the bike!

ABOUT YAMAHA

They just said, "We want to get into this thing. How should the bike be?" And they sent one bike to start, a DT-1, and we worked from there. We had *many* problems. First the bike was too long. We had to cut it to pieces and weld it together again. This frame was sent back to Japan and they made some more frames from it. Many different things were changed. The engine was changed a lot, the gearbox was breaking because in the beginning they made the gears too thin, the hubs broke, but they were very quick to make the changes. For example, I got the bike in April and the rear hub broke in the first two races and already by May I had new hubs. All the changes we made then are in the YZ today. The only trouble with Yamaha is that they use very bad material in the frames. It bends (flexes) too easy. I've been telling them you need to have other material, but they have not changed.

At the end of the '71 season they brought me a new bike, a 496cc two-stroke, that I was to test in front of all these engineers and technical directors they had flown in from Japan. It had a small engine and no flywheel, you know? It was 52 horsepower and the throttle stuck open.

LARS: He crashed the hell out of that motorcycle, right in front of everybody.

ABOUT THE MONOCROSS

I don't think any suspension can beat the Monocross. You feel so safe when you're riding it. You never think about the rear end coming around or going out of control. For example, if you go on a straightaway and it's rough or something, it doesn't hit hard *bang bang* like that, it just goes soft *whomp whomp* and never causes you to even think about it. You never get tired riding it. You can ride much longer with a higher speed. It's the same if you go a thousand miles in a Volkswagen or you go a thousand miles in a Mercedes Benz. You don't get so tired riding in the Mercedes Benz.

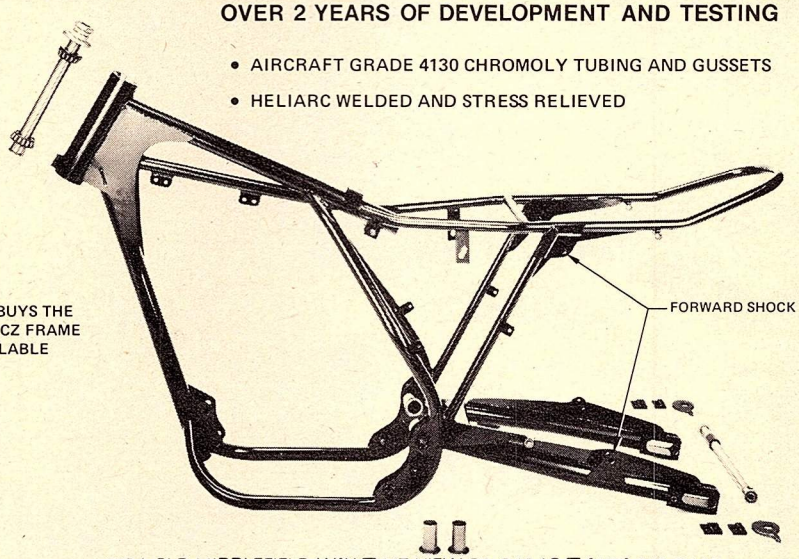
That bike Hakan Andersson won the World Championship on in '73 was so advanced. They were

continued on page 69

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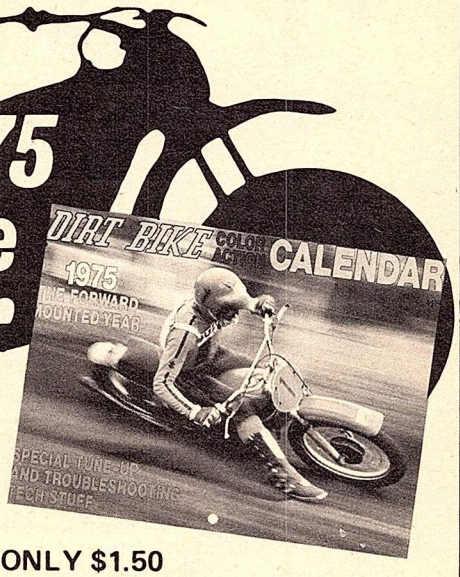


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ROAD ATLANTA/ ORLANDO

Light Brown fines Wolsink $10 for pushing in line. Heavy.

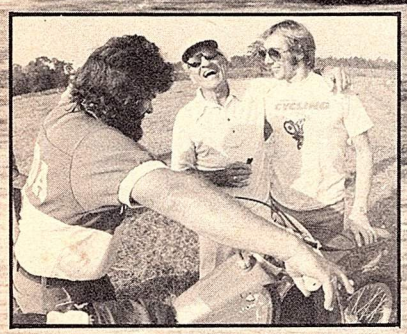
DeCoster swept both motos of the Road Atlanta race, but fried an engine and crashed himself in a dice with Karsmakers at Orlando. (Russell photo)

By JIM GIANATSIS

Orlando's Sports Stadium track has never been referred to by the riders as one of the better tracks on the Trans-AMA tour, but it has picked up a reputation for being perhaps the roughest. The demanding layout rapidly digs up the soft Florida sand into the worst ruts and whoop-de-dos anywhere, quickly destroying the bikes and bodies of even World Champions. It started early to take its toll by putting Mike Hartwig out of action in practice. Pierre Karsmakers was looking fast until a deep bermed rut broke off one of his footpegs, forcing him to wait out the remainder of practice while mechanic Bill Buchka replaced the monoshocker's entire frame. Jim Weinert had problems with his 400 Kawasaki, which didn't seem to handle as well as teammate Chris Hammargren's new bike. New rear shock mounts were added on Jim's old frame, but they later broke during the first moto. In the Honda pits, Rex Staten was back on a two-stroker, having given up on the 410 four-stroke which was too heavy and difficult to slow for the turns.

After a little hassle in lining up the bikes for the first International moto which saw John "Light Brown" Lancione imposing a fine of $10 on an overanxious Gerrit Wolsink for cutting ahead in line, the first moto got out of the gate cleanly.





Freddy, the likable Florida AMA referee, was moved to hysterics by Jimmy Weinert's comic T-shirt. Rex Staten's bike pusher Steve Whitlock was so embarrassed for Weinert that he stared down at the ground as he walked by. (Gianatsis photo)

OPPOSITE PAGE: With DeCoster (69) making turns like this one, early leader Jim West (28) couldn't stay in front for long. (Russell photo)


RACING
Center

Despite being plagued with a barrel of niggling hassles like bad starts, mechanical failures and falling down, Brad Lackey continued his duel with Jim Pomeroy for top American. (Russell photo)

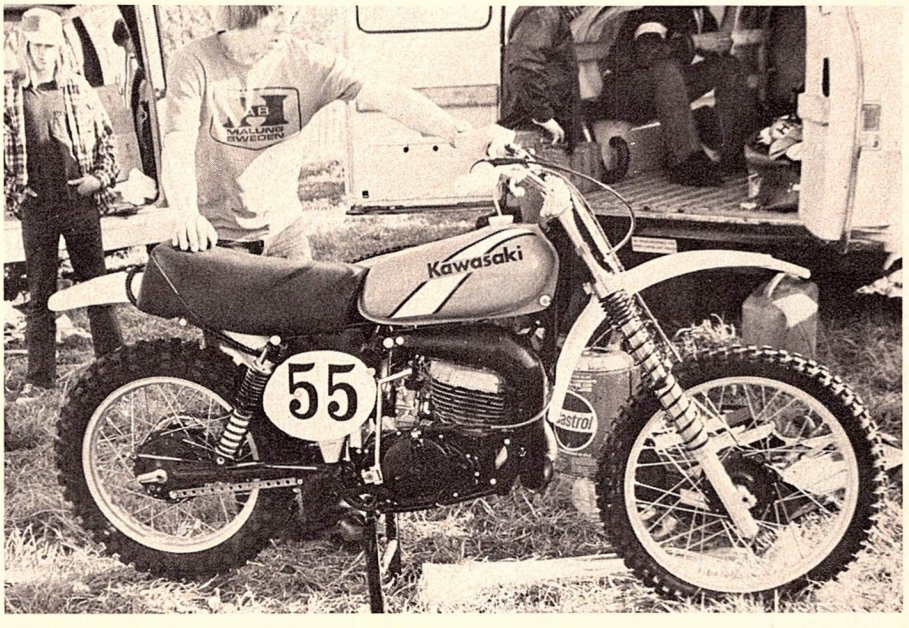
Ake seemed to have control over first place with a good lead as the first 45-minute moto neared its end, followed by Andersson, Wolsink, Bauer and Pomeroy. With about ten minutes remaining, though, Ake had his seat fall off, which cost him the race — as he couldn't ride the remainder of the race from the pegs. The track was more demanding than most of the riders had realized.

The Can-Am team hadn't attended the Trans-AMA race at Honda Hills in Ohio two weeks previously, because they felt their new 360 prototypes were uncompetitive and down on power. For the start of the day's second moto, though, Jimmy Ellis and National 250 Champion Gary Jones led the charge on the new Can-Ams to show that Papa Don and the Can-Am engineers had been doing their homework. Following them closely were Weil, Kring, Aberg and Jonsson. The gray-haired Weil quickly bumped Gary for second spot, but he found getting around Ellis was another story. It wasn't until ten minutes into the moto when Jimmy pulled off the track from complete exhaustion that Adolf was finally able to take over the lead.

Pierre Karsmakers found himself in front at the midpoint after Weil dropped back and Arne Kring did one of his patented "Kring Krashes" off an Orlando ski jump. Not happy with this situation, Roger DeCoster challenged the Dutchman and the two diced, putting on the hardest-fought race of the series. But the speeds and rough track were just too intense and the three-time past World Champion unloaded, putting himself out of the action for the second time that day.

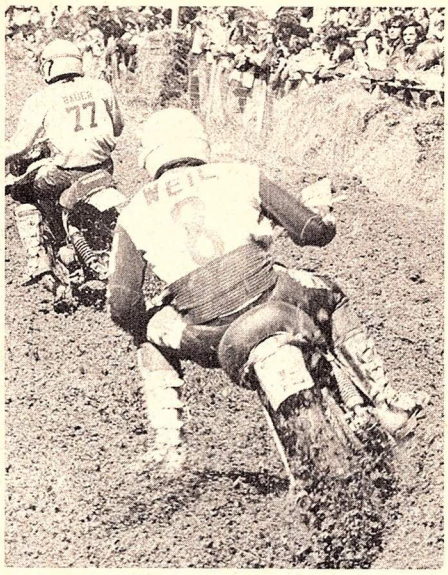
In what he described as "my first good finish since the series started," Pierre Karsmakers crossed the finish line with his arms raised in victory. Gerrit Wolsink in third spot had his



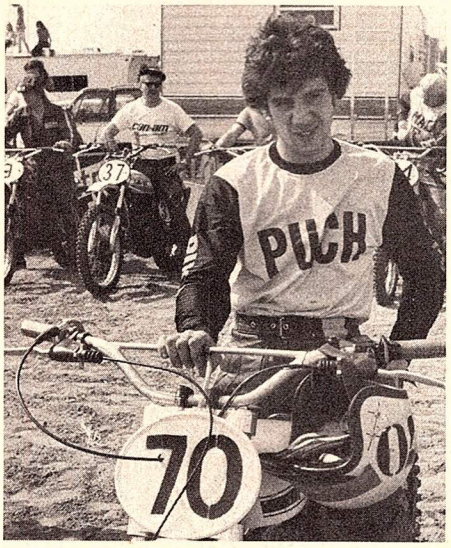


Chris Hammargren's new bike. Is that trick, or what? (Gianatsis photo)

Adolf Weil, slightly off his blistering pace of last year, is spending a great deal of time dicing with his former teammate Willi Bauer for a top five spot. (Russell photo)



The new kid from Belgium, Harry Everts, comes to his first Trans-AMA series after an outstanding 250 Grand Prix season where he finished third in the World on his Puch. (Gianatsis photo)



Kent Howerton held onto his slim lead over Honda's Marty Smith in the 250 Support class even though Smith won all four motos at Atlanta and Orlando. (Gianatsis photo)

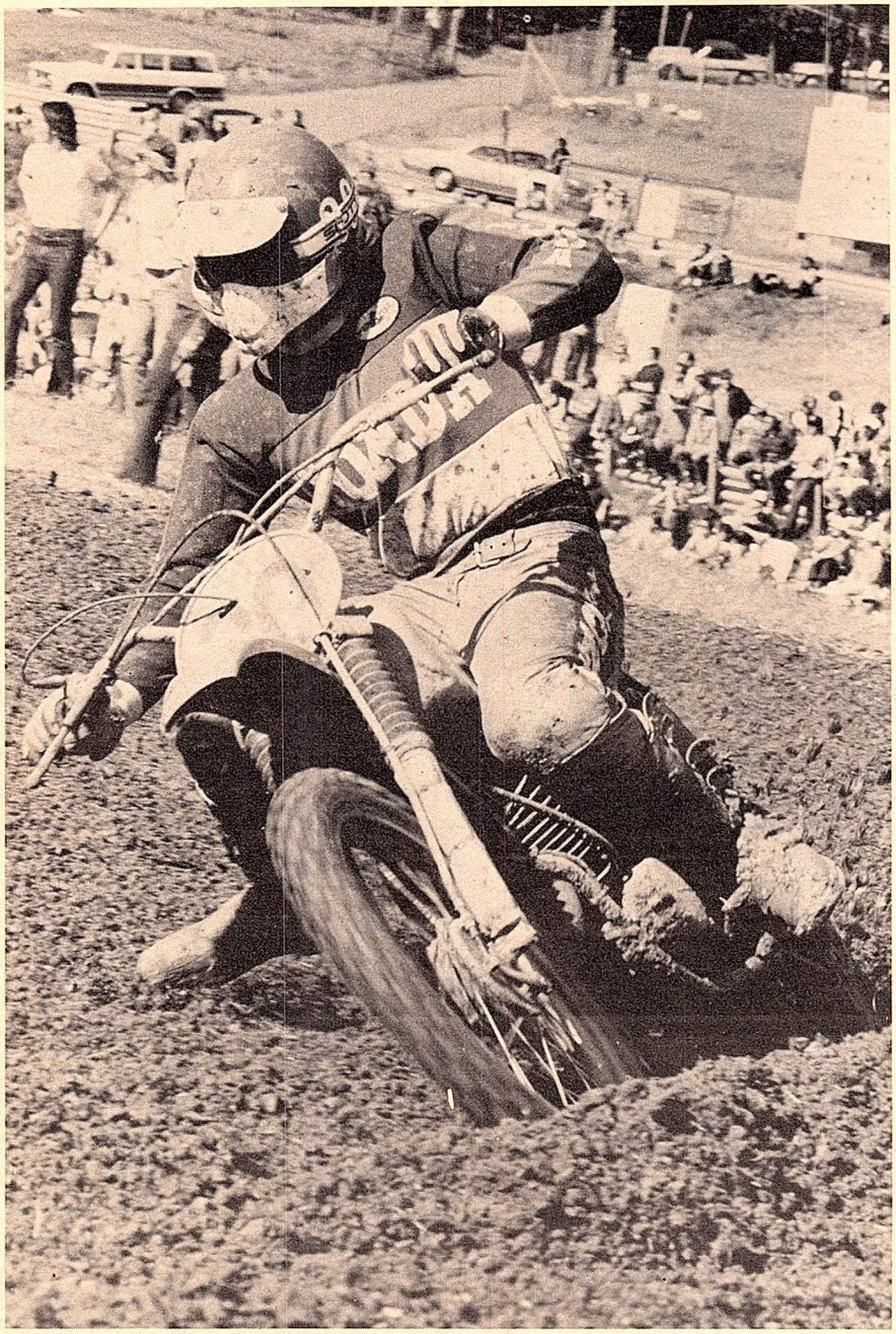




Suzuki teammates Wolsink (40) and DeCoster traded wins and DNFs at the two Trans-AMAs to increase their series lead. (Gianatsis photo)



The surprise of the series has been California's Richard Eierstedt. When his gas sprung 412cc prototype Honda holds together for two motos, he gets an excellent finish like a fifth at Orlando. (Russell photo)



OPPOSITE PAGE: First moto start at Orlando has everyone flying high. (Kidd photo)

second overall victory in four races, toying with the legend that in the last two years, whoever won at Orlando went on to win the Trans-AMA.

250 SUPPORT

The 250 Support class has narrowed itself down to a two-man battle between Husqvarna's new hot-shoe, Kent Howerton, and Honda's 125cc National Champion, Marty Smith. Each has two victories to his credit after Orlando, with Kent holding a slight edge in total series points. At Orlando, Marty always got off in the top five, quickly worked up to first place and stayed there for both motos, leaving Howerton to deal with Ron Pomeroy for second. *

ORLANDO

RESULTS:

500 INTERNATIONAL

1. Gerrit Wolsink (1-3) ..... Suz
2. Arne Kring (9-4) ..... Hus
3. Yukio Sugio (7-6) ..... Yam
4. Brad Lackey (5-9) ..... Hus
5. Rich Eierstedt (10-7) ..... Hon
6. Harry Everts (6-12) ..... Puc
7. Hakan Andersson (2-16) ..... Yam
8. Adolf Weil (16-5) ..... Mai
9. Willi Bauer (4-19) ..... Suz
10. Mike Runyard (15-10) ..... Suz
11. Tony DiStefano (12-13) ..... CZ
12. Jim Pomeroy (3-22) ..... Bul
13. Vic Eastwood (14-18) ..... CCM
14. Gary Jones (23-11) ..... C-A
15. Steve Stackable (2-14) ..... Mai
16. Sonny DeFeo (19-17) ..... Mai
17. Mark Blackwell (17-20) ..... Mai
18. Pierre Karsmakers (42-1) ..... Yam
19. Ake Jonsson (42-2) ..... Yam
20. Bengt Aberg (42-8) ..... Bul

250 SUPPORT

1. Marty Smith (1-1) ..... Hon
2. Kent Howerton (2-2) ..... Hus
3. Ron Pomeroy (3-5) ..... Bul
4. Terry Clark (8-3) ..... Hus
5. Bob Plumb (7-4) ..... Mai
6. Barry Higgins (10-7) ..... Mai
7. Jack Keese (9-8) ..... Bul
8. Dan Farley (12-6) ..... Hus
9. Rick Burgett (11-9) ..... CZ
10. Peter Lamppu (4-18) ..... Mon
11. Ed Cole ..... Kaw
12. Frank Stacy ..... CZ
13. Don Kudalski ..... Mai
14. Bob Martindale ..... Bul
15. Jim Turner ..... Bul
16. Bob Meyers ..... Yam
17. Ken Zahrt ..... Bul
18. Fred Joehnck ..... Bul
19. Tracy Knighton ..... Yam
20. Marvin Azar ..... Bul

ROAD ATLANTA

RESULTS:

500 INTERNATIONAL

1. Roger DeCoster (1-1) ..... Suz
2. Adolf Weil (2-2) ..... Mai
3. Jim Pomeroy (4-3) ..... Bul
4. Willi Bauer (3-5) ..... Suz
5. Bengt Aberg (5-7) ..... Bul
6. Hans Maisch (11-4) ..... Mai
7. Brad Lackey (10-6) ..... Hus
8. Tony DiStefano (7-9) ..... CZ
9. Harry Everts (8-10) ..... Puc
10. Jim Weinert (6-13) ..... Kaw
11. Mike Runyard (9-12) ..... Suz
12. Ivan Miller (13-14) ..... Pen
13. Rex Staten (15-15) ..... Hon
14. Yukio Sugio (12-19) ..... Yam
15. Tim Hart (16-18) ..... Yam
16. Bryar Holcomb (19-16) ..... Mai
17. Vic Eastwood (20-17) ..... CCM
18. Sonny DeFeo (17-22) ..... Mai
19. Gordon Bowden (18-23) ..... Yam
20. Mark Blackwell (22-20) ..... Mai

250 SUPPORT

1. Marty Smith (1-1) ..... Hon
2. Kent Howerton (3-2) ..... Hus
3. Ron Pomeroy (2-4) ..... Bul
4. Jim Turner (4-3) ..... Bul
5. Barry Higgins (5-6) ..... Mai
6. Bob Plumb (9-5) ..... Mai
7. Ken Zahrt (8-9) ..... Bul
8. Ron Huffman (7-13) ..... Pen
9. Marty Zappa (11-11) ..... Mai
10. Rick Burgett (14-10) ..... CZ
11. Bruce Baron ..... Yam
12. Dan Farley ..... Hus
13. Roger Smith ..... Yam
14. Mike Kessler ..... Yam
15. Marvin Azar ..... Bul
16. John Savitski ..... Bul
17. Mark Harmon ..... C-A
18. Jack Keese ..... Bul
19. Ted Holtz ..... Hon
20. Bob Oglesby ..... Yam

TRANS-AMA



Edison Dye, the man who just screwed a bunch of people out of a Trans-AMA, happily slogs through the mud on his way to the airport.

ST. LOUIS

By PETE SZILAGYI

St. Louis was a burn. For the first time in history a Trans-AMA race was called off, at the last minute, and with such ease that it makes you wonder why it hadn't happened before.

First we'll give you a brief chronology of events, then tell you how it happened, and finally relate the sad news that future professional motocross events are subject to the same kind of arbitrary cancellation. As you might have suspected, it all boils down to money, your money.

Early on the Saturday evening before the race, or non-race, heavy clouds moved over Missouri and began to dump sheets of rain. It continued all night and into Sunday morning, when all concerned formed a gloomy caravan, motored to the track and prepared for a day of racing in the glop. Motocross races are run regardless of the weather, right? That's what it said on the tickets: "Rain or Shine."

The track, pits and parking area were a sea of mud, but the conditions were no worse than those suffered by a few Trans-AMAs in the past. A race could have been run; it would have been a cold, messy event, but the riders would have collected a purse and the spectators might have enjoyed at least a pittance of their seven dollars' worth.

Around ten in the morning promoter Edison Dye took a quick head count and decided the foul weather had severely curtailed spectator turnout. A poor gate would mean the loss of a bundle of money. Dye showed Light Brown (the AMA ref) the purse, $15,000 in cash, and tucked it back in his pocket, explaining that he'd lose $20,000 if the race was run, but only $10,000 if it was cancelled. No purse, no race.

Light Brown laid the hard, cold facts on the riders, and swearing in several languages could be heard. Adolph Weil's mechanic confronted Dye and poked a finger into his chest, "You bandit! You bandit!" Several riders made untoward comments to Dye. It was potentially an ugly situation and the only thing that saved Dye from considerable physical discomfort (like a Full-Bore in the mouth) was the fact that the riders are basically gentlemen at heart and have learned through experience to expect anything from a promoter.

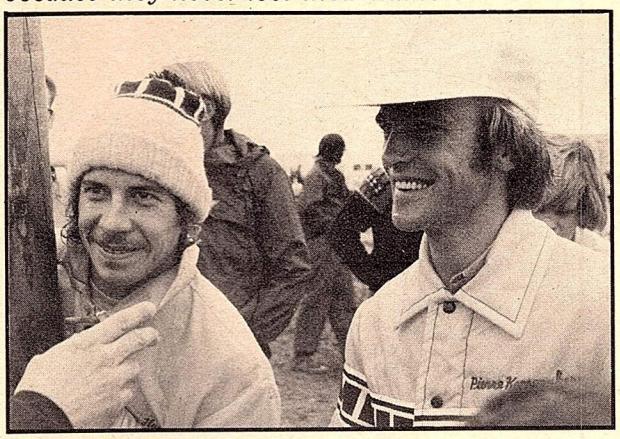
The spectators, however, might have been less concerned with the man's well-being. But for Dye it was just a matter of refunding ticket money and flying off to balmy San Diego, leaving several hundred spectators standing in ankle-deep mud facing a long drive back to Nebraska, Iowa, Illinois, Texas, Ohio, Tennessee, Indiana and Oklahoma.

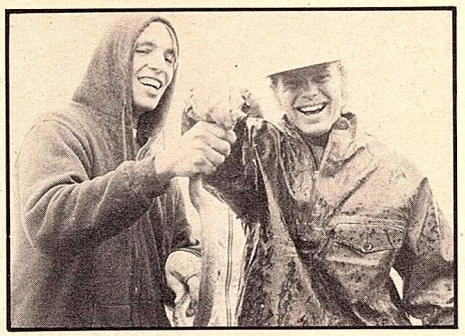
The frustration, greed and disappointment at St. Louis had

Driving a prototype works tractor, the tractor driver performed breathtaking cross-up wheelies while extracting team trucks from the pits.



Tim Hart and Pierre Karsmakers must have excellent contracts, because they never lost their humor.





Bryar Holcomb (hat) caught a snake and let Roy Turner (hood) pet it. You can bet Weinert suffered a relapse of his chronic herpophobia.

Anatomy of a rip: the race that didn't happen

roots far deeper than a mere rainy day. Several of the factors that make a good Trans-AMA race were awry. A debacle, in one form or another, might have been forseen.

To begin with, the AMA should have thought twice about issuing another race sanction to Edison Dye, or at the very least should have monitored him more closely.

In the previous year Edison had promoted two bummers: the original 125 World Cup at this same St. Louis track and the '74 World Cup at Zoar. It took a man with Dye's vision to introduce International 125 racing to this country, but he blew it in the execution. The track at St. Louis was a joke, the track at Zoar was poorly prepared. Dye had displayed an unresponsiveness to certain of the above-mentioned necessary factors.

Secondly, there never should have been a Trans-AMA race scheduled at the St. Louis (actually located in suburban St. Charles) track. During the World Cup event it was proven to be unfit for International racing. The AMA sent Dave Welsh from the racing department to St. Louis to check if the track had been brought up to proper standards, as the promoter claimed. He apparently reported back affirmatively. The day before the un-race I went straight from the airport to the track, hoping to find that a miracle had been wrought on what is basically a bum track. No miracle. Later that night I was chatting with Welsh in the Howard Johnson's cocktail lounge and voiced my displeasure that another race had been scheduled for the St. Charles track. His reply was, "What do you care?", which was a fairly good indication that he himself didn't care. Welsh, incidentally, is no longer employed by the AMA.

The object of scheduling a race in the St. Louis area was to add a more equitable geographical distribution to the Trans-AMA series. Good idea, but there are several other tracks in the Midwest which have proven themselves with successful pro races. St. Louis had one dusty embarrassment to its credit, that's all. Admittedly, there may be factors in the track selection process that can't be understood by mere mortals or those not privy to the inner workings of the AMA.

A person interested in promoting a Trans-AMA race (anyone can do it, even your grandma) sends an application form and $2500 earnest money to the AMA. The organization sends someone out to inspect the facility to see if it meets the specs for width, fencing, etc., and to find out whether it is reasonably safe and has adequate spectator facilities. If the track fails to meet the criteria, the $2500 is returned with a "Sorry" note; if it passes

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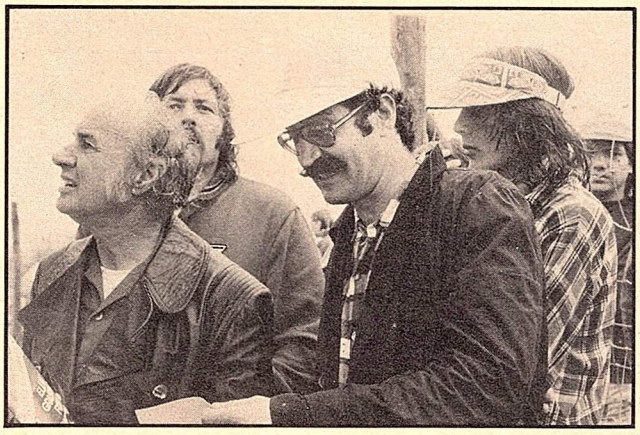
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The cancellation didn't keep the dye-hard race fans from scoring autographs from their heroes. Willi Bauer's been a superstar since the '73 Carlsbad Grand Prix.



Concessionaire and T-shirt wizard Big Dan Gerardi questioned Edison about the elastic qualities of his refund check while Edison pondered the clouds.

RESULTS

Edison Dye 1
Spectators 0

the inspection and fits into the Trans-AMA geographical mapping, the sanction is issued and the event placed on the schedule. The promoter is then billed $675 for the sanction fee, $1000 for the rider insurance fund, and printing costs for the entry forms and pit passes. Technically, this money should be in the hands of the AMA long before the race date, but quite often isn't paid until then. This works out OK because 99 percent of the promoters are honest.

The purse doesn't have to be paid to the AMA (for subsequent distribution to winning riders) until just before practice. So if a promoter plays his cards right, his only expenses up until race day are the $2500 bond and his own promotional and track preparation costs. If he reneges at the last minute, he forfeits the $2500 to the AMA and can go on his merry way somewhat poorer, but not as poor as a spectatorless race could make him.

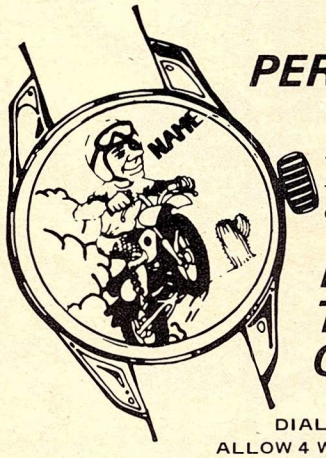
Promoting a motocross race is much the same as promoting a rock concert or similar type of entertainment event, but performers have booking agents who are very scrupulous about getting their client's money up front. Motocross's booking agent is the AMA, who, it seems, will have to get burned a few times before it tightens up.

Edison Dye is a professional promoter and knows the rules of the game: win a few, lose a few. Unfortunately he chose not to play by the rules and the victims were the riders who depend on purse money to pay their expenses on the tour and the spectators who were just taking advantage of the rare opporuntity of seeing the best riders in the world perform. Instead, they all got to watch the Motocross Circus degenerate into one man figuratively pulling down his britches and shooting them all a big moon. *

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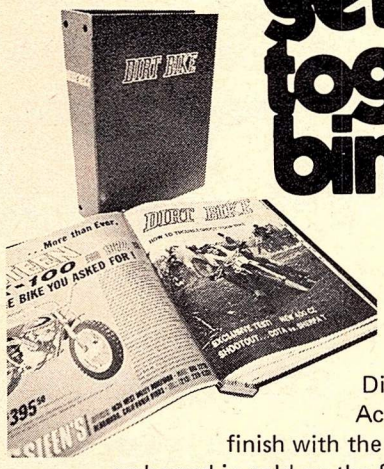
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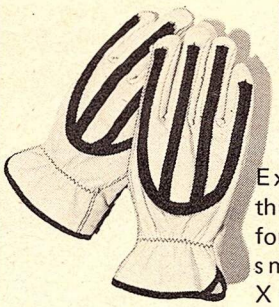
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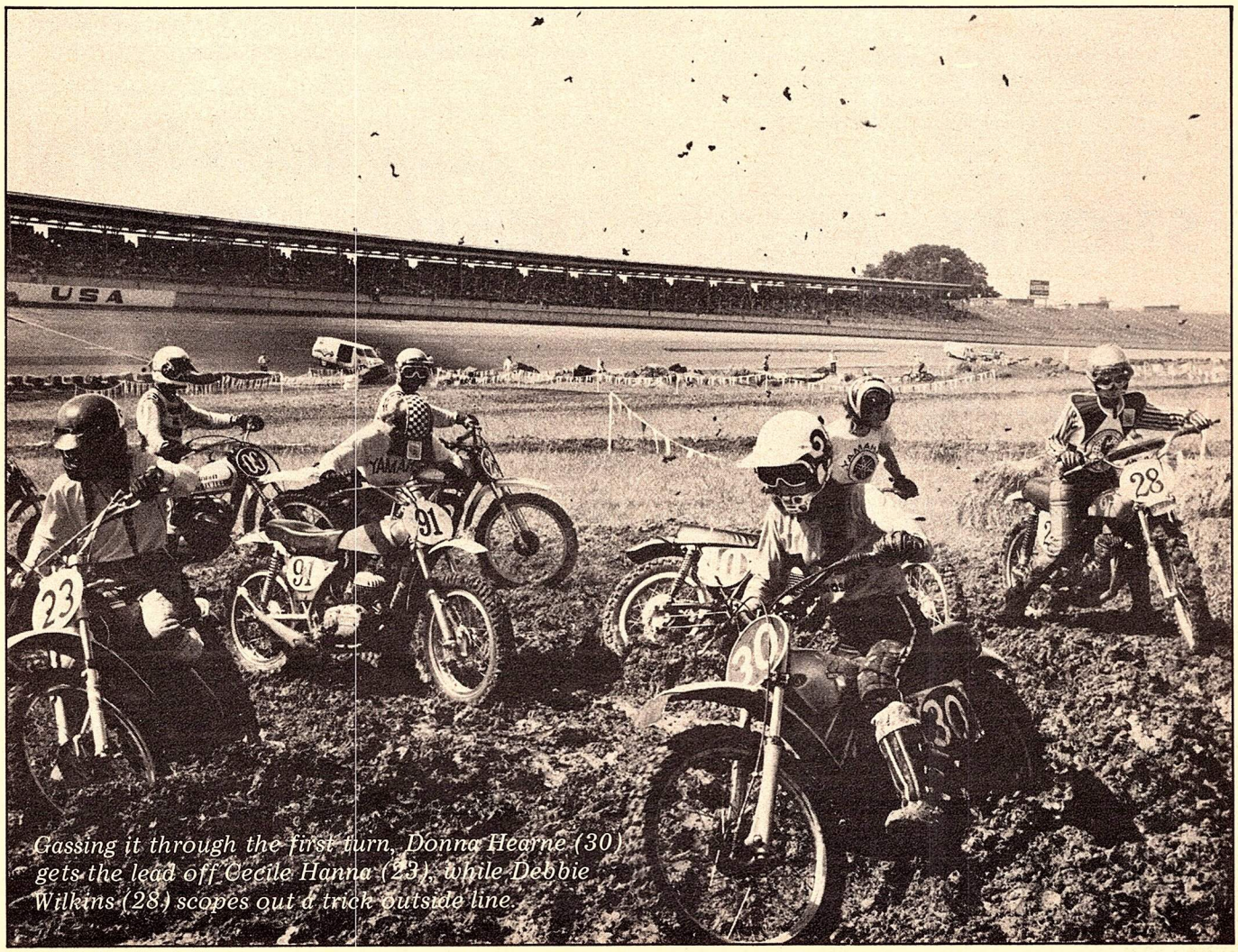
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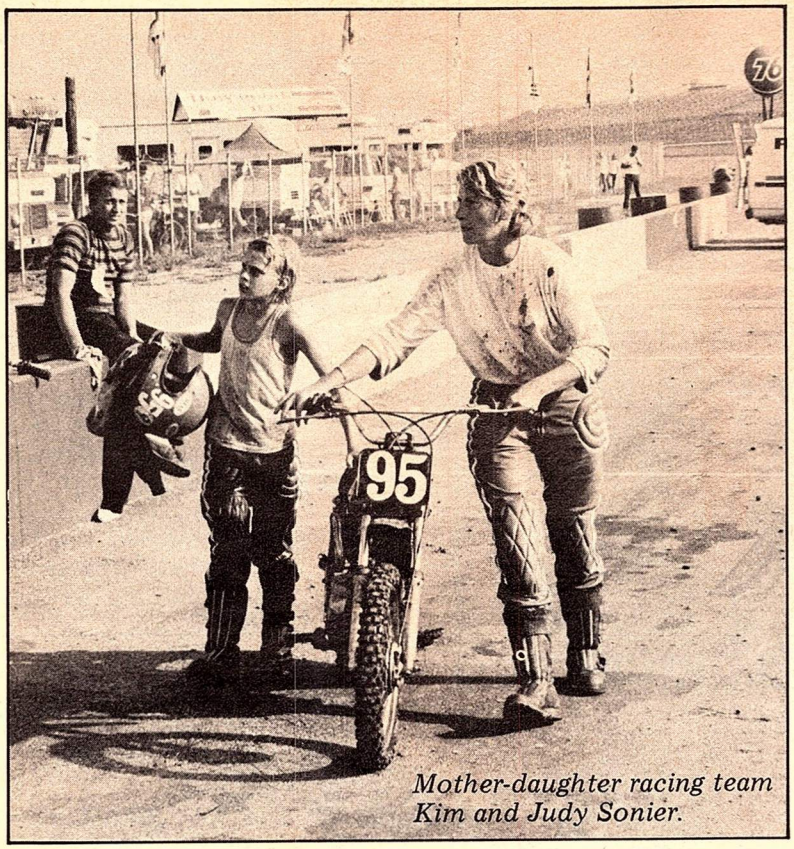
CYCLE NEWS WOMEN'S PRO MOTOCROSS

By JIM RUSSELL

The circuit moves to the East Coast . . . but for one lousy ten-minute moto?

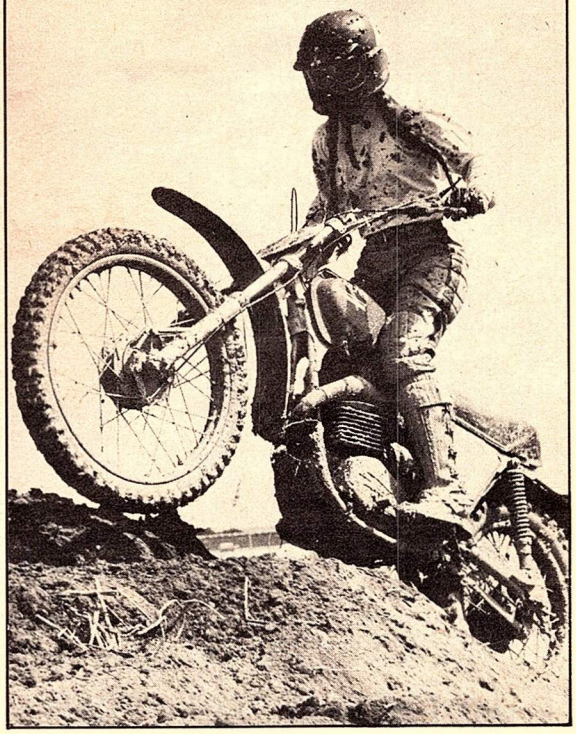


Gassing it through the first turn, Donna Hearne (30) gets the lead off Cecile Hanna (23), while Debbie Wilkins (28) scopes out a trick outside line.



Mother-daughter racing team Kim and Judy Sonier.

Cecile Hanna led for a few laps 'til her bike heaved.



Donna Duplichan drove with Cecile Hanna all the way from Houston.





Miss Kawasaki, Debbie Wilkins, tanks it.

Wow, Dick, you should have seen the boss conglomerate of ladies that raced. It was really neat, a photographer's dream. Trophy guys Gary Jones and Marty Tripes seemed to enjoy themselves as much as I did.

These girls went off jumps, did cross-ups and even endoed in a style that most guys would envy. The Bazzer would've blown his pistons!

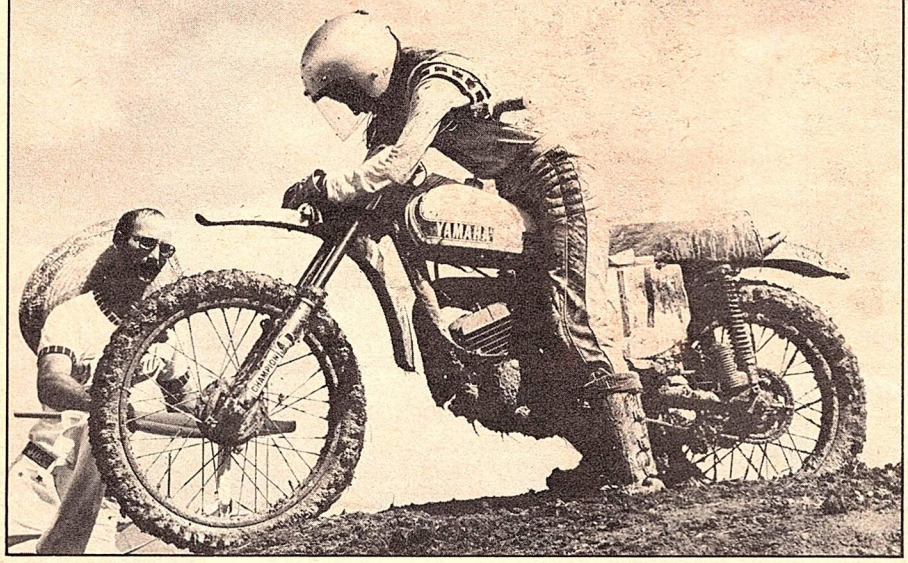
Donna Duplichan and Cecile Hanna, no newcomers to motocross, both made it all the way from Houston to ride this event. Cecile smoked them the first laps until her bike broke.

Judy Becchin from Apopka, Florida, is no squid either. She's the 1972 and 1973 Florida Women's State Champion. Nor is Terri Elrod from Sebring, Florida. She was second overall in the 1974 Florida NML Women's Series.

Robyn Cosciz from Odessa, Florida, was her state's Women's Scrambles Champion in 1973 and Debbie Wilkins, the former Miss Kawasaki, was there also. Remember Debbie traveled all the way from Atlanta to California to race the PURR Women's Nationals?

And check it out. Y'know how

Kerry Armstrong, on a borrowed Yamaha, made it to the top of the jump but decided to take a rest before going back down.



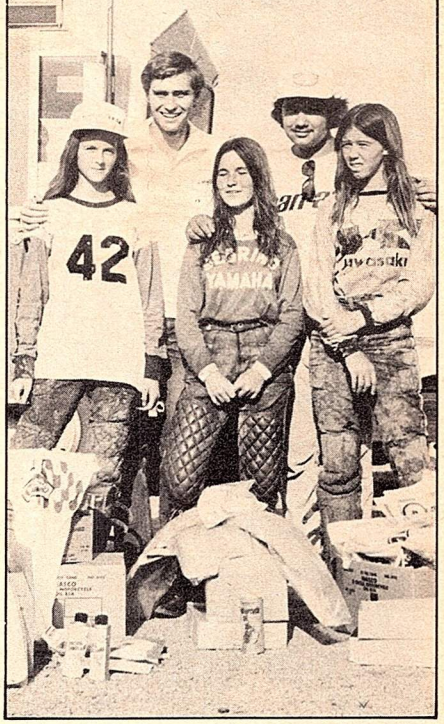
great it is to see a father and son riding together, or even more exciting, *racing* together? Well you guessed it. They had a mother and daughter racing against each other. It was Judy and Kim Sonier from Chattanooga, Tennessee, and I won't tell you which one is the mother and which is the daughter.

Anyhow, Dick, thanks again for the assignment. I'll cover some more of those boring Trans-AMA, Inter-AMA and National races as directed, but be sure to assign me (put my name down immediately) to any future women's event. I know the Bazzer will try to pull rank and hitch a ride to all the girls' races next year, but don't let him do it. It wouldn't be fair. I have to have something to look forward to during the next year in order to compensate for my rusted cameras, late pay checks, injuries, gas and film bills between then and now.

Your friend and mine,
Jim Russell
Somewhere or nowhere
but trying to get there.

*

Gary Jones and Marty Tripes were the trophy guys.



RESULTS — TALLADEGA, ALABAMA

1. Crystal Champion, Dallas, Georgia ..... Yamaha
2. Terri Elrod, Sebring, Florida ..... Yamaha
3. Donna Hearne, Memphis, Tennessee ..... Honda
4. Tammy Jo Kirk, Dalton, Georgia ..... Yamaha
5. Wilma Pendergrass, Hixson, Tennessee ... Yamaha
6. Debbie Wilkins, Atlanta, Georgia ..... Honda
7. Terri Rash, Gastonia, North Carolina ..... Honda
8. Robyn Cosciz, Odessa, Florida ..... Yamaha
9. Judy Brecchin, Apopka, Florida ..... Yamaha
10. Daisy Graham, Knoxville, Tennessee .... Yamaha

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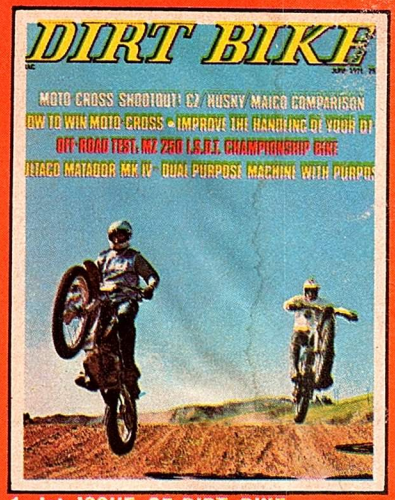
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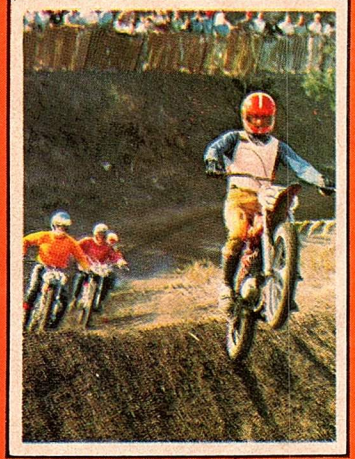
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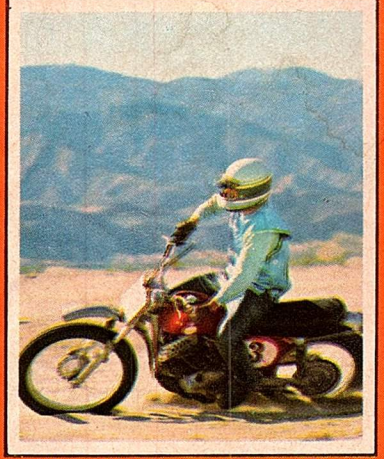
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1. Ist ISSUE OF DIRT BIKE

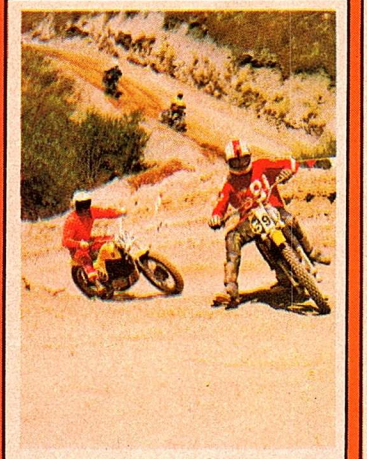


2. ACTION AT THE INTER-AM

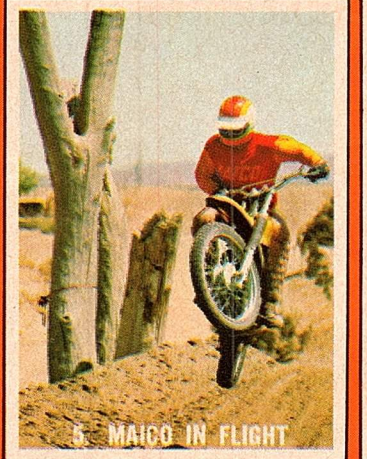


3. JIM CONNOLLY INDIAN DUNES

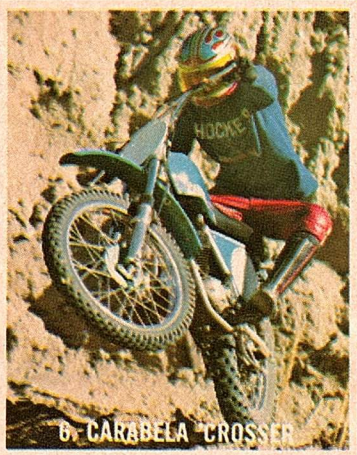
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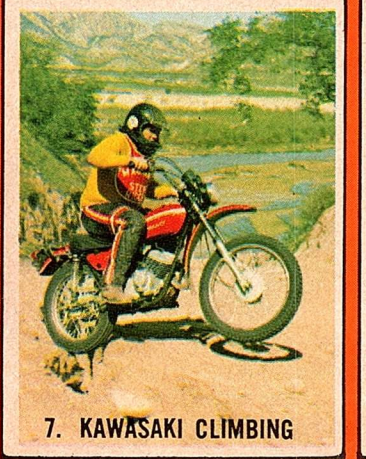
4. JUNIOR ACTION



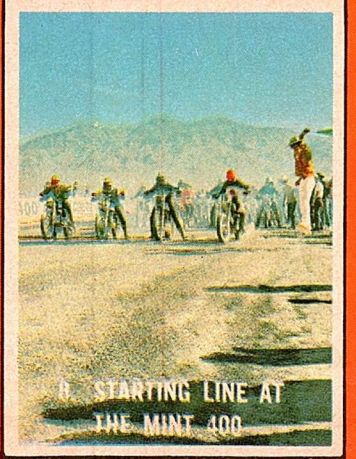
5. MAICO IN FLIGHT



6. CARABELA CROSSER



7. KAWASAKI CLIMBING



8. STARTING LINE AT THE MINT 400

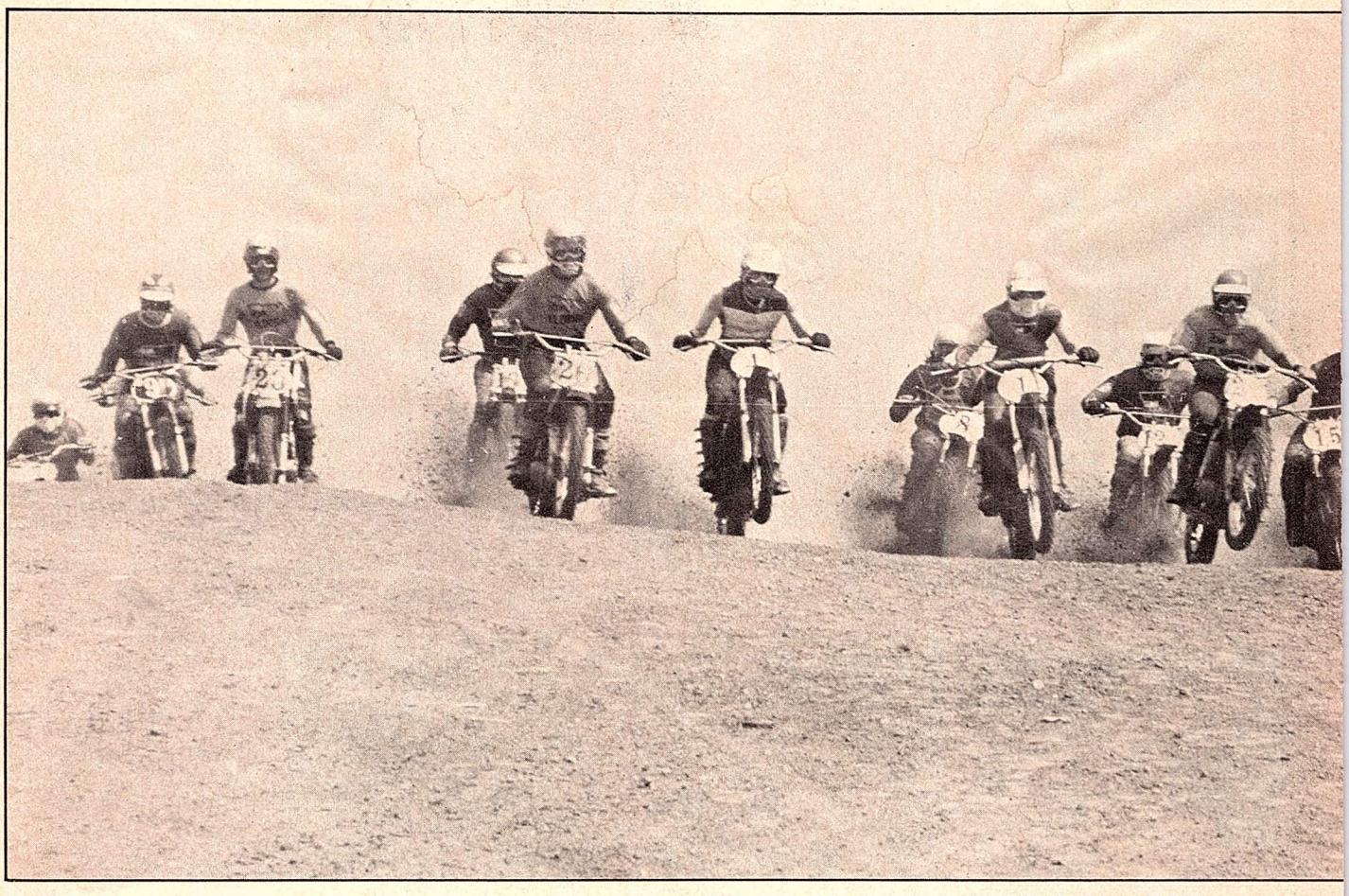
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COMPETITION

N.M.L. TEAM SERIES



The Deep South squares off to see who's better'n who

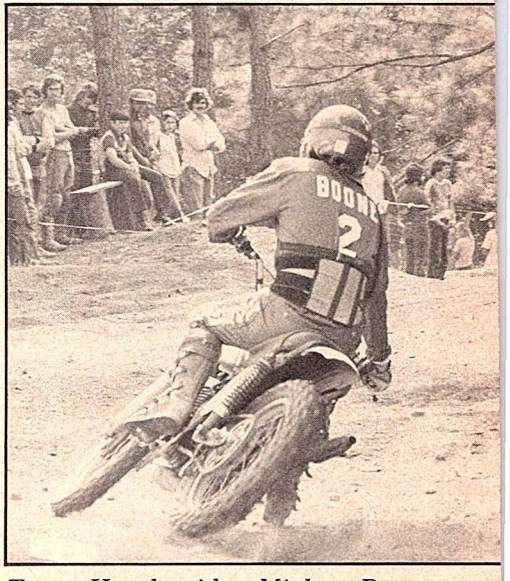
By RICK LUTZ

The National Motocross League Team Series is a three-race series between teams from Florida, Georgia and Carolina to determine the Southern Conference Champions to represent the South in a race against the Northern Conference Champions at a later date. Each team consisted of ten riders chosen by the area N.M.L. commissioner along with replacements.

The races were held at Hilliard International Motocross track just north of Jacksonville, Florida; Burnt Hickory Track near Dallas, Georgia, just outside Atlanta; and at the World 600 Motocross Park in Charlotte, North Carolina.

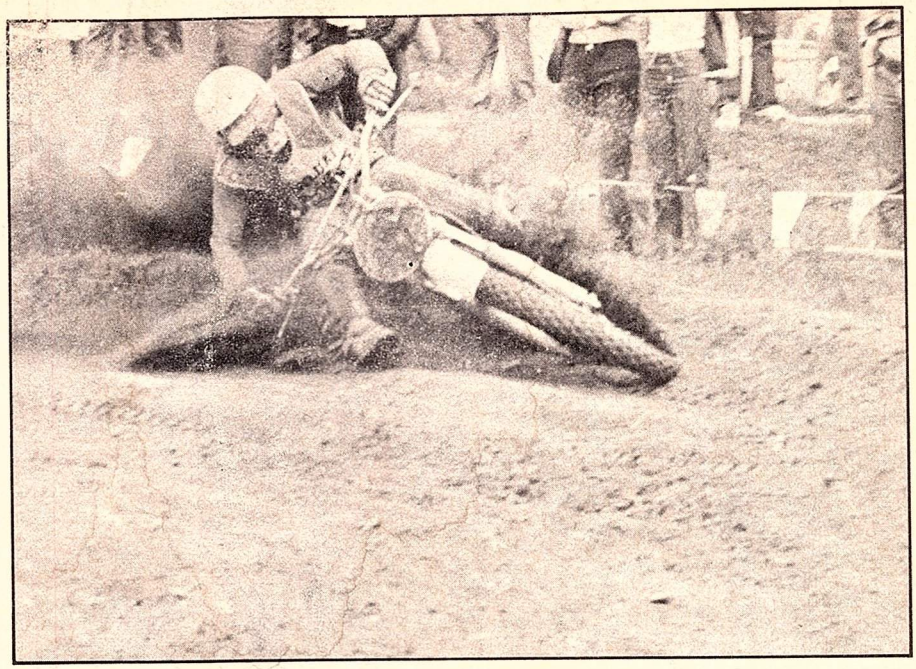
Florida won the series with Carolina second and Georgia last.

continued



Team Honda rider Mickey Boone swooped a few motos to help put Carolina into second spot.

Team Carolina's Mike Camak couldn't get his Suzuki sorted out and had to settle for only two good finishes.









National star Rick Jordon (16) took the holeshot for Georgia in this moto but an ankle injury kept him from contention.

Looks like somebody dropped a $50 bill down there. Gary Ogden (sitting), John Borders (dumping), Jeff Keating (diving) and Jonathan Formo (dismounting) get in practice for Friday night's Wesson Oil Party.

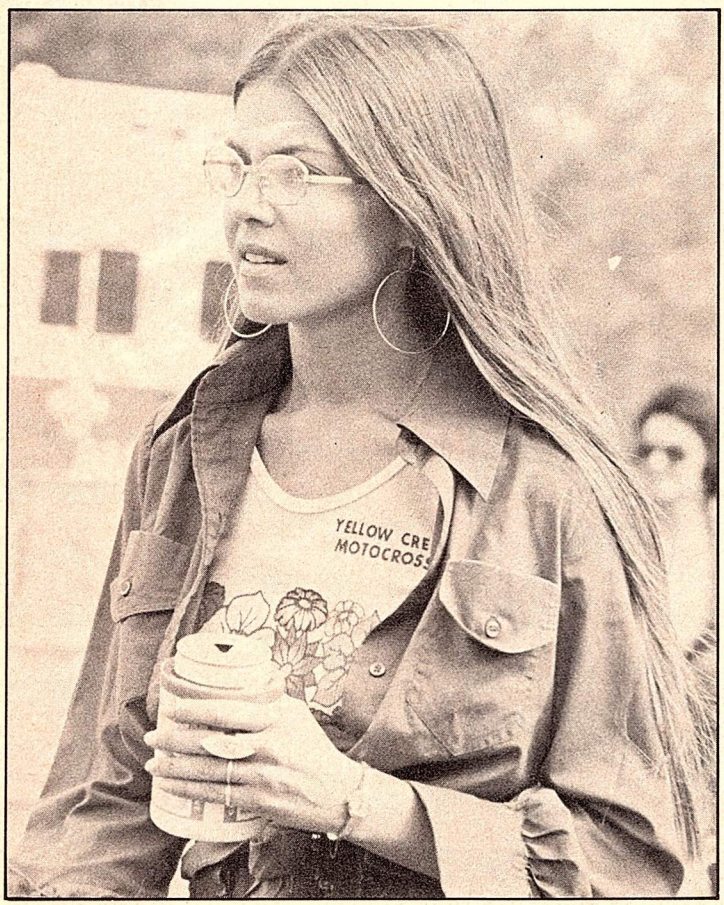


Pretty country down South.





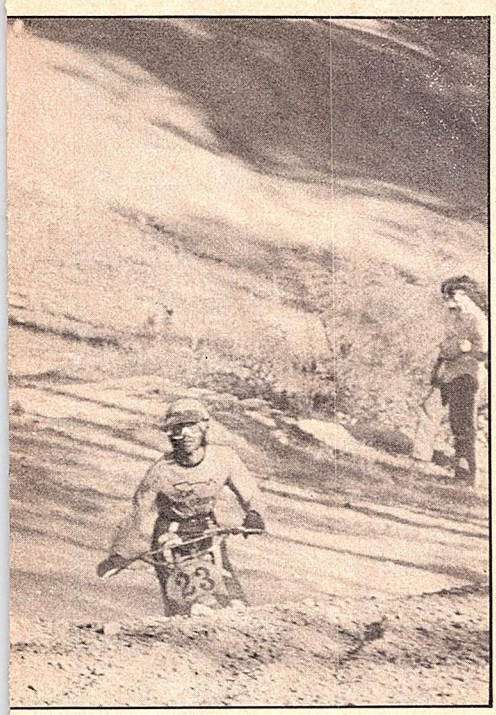
When former California ace Larry Watkins wasn't pushing, he was winning. Did E.C. Birt build that bi



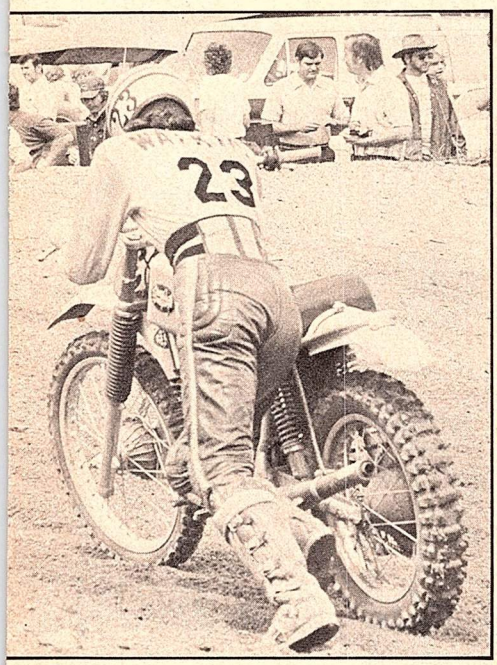
Pretty country down South.



Pretty country down South.



Leading the charge for Team Georgia was Southern superstar Barry Higgins. Pretty country down South.



When former California ace Larry Watkins wasn't winning, he was pushing. Did E.C. Birt build that bike?

OVERALL SERIES RESULTS

Gordon Bowden	Team Carolina	Yamaha
Barry Higgins	Team Georgia	Maico
Jimmy Walker	Team Florida	Maico
Larry Watkins	Team Florida	Maico
Joey Gratton	Team Florida	Maico
Johnny James	Team Georgia	Bultaco
Mark Ashworth	Team Carolina	Yamaha
Gene Bready	Team Georgia	Bultaco
John Joyner	Team Florida	Maico
Buster Yarbrough	Team Carolina	Maico

*

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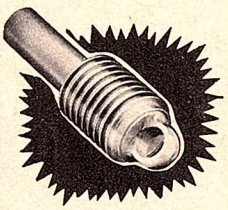


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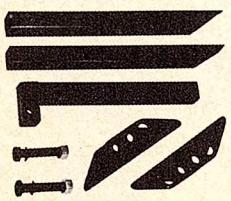
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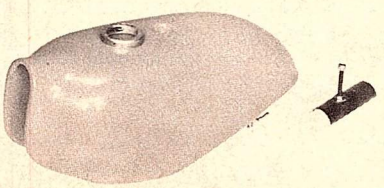
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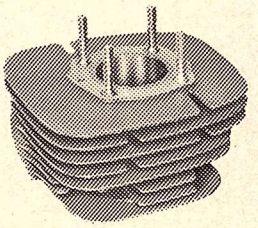
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ON THE MAINJET

continued from page 5

that we had been sitting there long before they came in. When I called the waitress over and asked her if she could take our order, and mentioned the fact that we had been there before the people in the next booth, she replied, "If you don't like it, why don't you leave?" I won't go into the verbal battle that ensued because it didn't solve anything. Besides, we would have had to punch out the entire cooking staff in order to get served, and to be frank, their food didn't look that good. After a long wait, we left, much to the embarrassment of my foreign friends. To this day they don't understand what we did to offend anyone. It was difficult for me to explain that it isn't that simple. There are still a lot of people who do not like motorcycles or the people who own them, in either order. This woman was really a hard case, but she had already been programmed by someone or something.

We still have to be careful of our image if we want our sport to grow and be recognized for what it is. We will have to show consideration and respect for people's properties and rights or they will blow us right out of the thing we like the most. We are still a minority, but that doesn't mean it's bad. What it does mean is that we are very visible in what we do. As long as we watch where we do it and how we do it we won't give anyone any ammunition to use against us.

While I'm writing this I can look down into the parking lot of the Holiday Inn. There are bikes and mechanics everywhere. Tech inspection is being held at the end of the lot. The management is not very concerned about the lot being taken over by bikers. They are a little more liberal than the owner of the Sands. Four years ago this was a problem, today not much of one.

The Suzuki Team ended up in the new Howard Johnson's a few miles away and were treated royally by that staff of the hotel. After visiting the Sands Motel on my way home, I think that Suzuki made out on the deal. It looked like a nice place to visit, but I wouldn't want to live there. *

TORSTEN HALLMAN

continued from page 49

ahead of everybody.

I was involved in many hours of testing the Monocross, to find out if it was good for them to buy the patent or not. It was very hard for me to judge, you know, because at that time the system was built into a YZ frame that made it too heavy, 115 kilo.

LARS: Wasn't that when you lost 14 pounds in a week?

LARS ON SUSPENSION

LARS: I think the Grand Prix bikes are now all very equal in performance, horsepower, weight, etc. But every now and then it seems like one rider will get a little point on the other guy with a new suspension tilt — they tilt it another half an inch or something and the other guy will say, "Oh, and he won that race so that must be it!" and he'll make his bike a little different. But I think the bikes are all very equal.

I've got Ake Jonsson's Maico in my garage, the bike he won the '72 Trans-Am with, and I haven't touched it. And to me, I think if I could learn to ride as fast as Ake did in '72, I should beat most guys *without* changing the position of the shocks.

LARS ON AMERICANS

I think it's going to take a little bit longer for the Americans to catch up with the Europeans because everything here is too easy. A local guy here wins one little hookey bookey race and immediately he gets a new motorcycle and a mechanic and a full sponsorship. The guy doesn't *learn* anything. If something goes against them, just a little bit, they can't cope with it and they quit.

Looking back to when Torsten and them guys started, you had to buy an old junkie motorcycle and you had to fight that bastard *every* night to get it to work for 30 minutes on Sunday. If something broke, you didn't get a new part, you *fixed* the old one. So then, when you gradually got better and better, you finally got a good motorcycle and, boy, you appreciated it so much.

continued



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TORSTEN HALLMAN *continued*

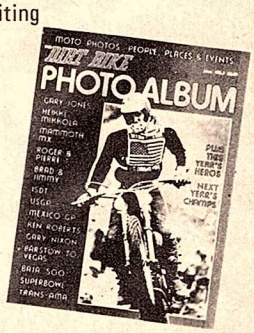
You look at a guy like Billy Payne. He could ride a motorcycle so damn fast. But does he practice? What's in it for him? He's got a mechanic and a big bus with four motorcycles in it. You know, he can use two bikes per moto. He goes out there, he takes the start and he walks away from everybody until he gets tired or something starts leaking, then he says, "Ah, shit," and he pulls off. That guy has a lot of potential because he's got the style and the guts, but he doesn't get *eager*, you know? He doesn't *have* to do good.

ABOUT EDISON DYE

I must tell you how we got Lars over here. We had just finished the first Inter-Am series and Edison thought we should get more Europeans over for the next series so we could have some real competition. It was decided I should get the riders together, you know, and talk to the CZ people about sending Bickers, DeCoster and Joel. That worked out and then we got Ake Jonsson, Stephan

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Enquist and me from Husqvarna. Then Edison told me he needed a good mechanic to work in the workshop for fixing all the Husqvarnas, and also be a good rider. He knew the Europeans were the key to promoting the races. So, I talked to Lars.

LARS: I met Edison Dye in Poland at the Six Days Trial and he told me I was to fly to San Diego and work as the mechanic. He gave me his car, told me to drive it to Berlin, park it there and buy a ticket to Chicago and he would meet me at the plane in Chicago. Well, hell, I didn't know where Chicago was. I thought it was a suburb of San Diego. So I flew into Chicago and there was no Edison Dye. He didn't get there till two days later. So I spent two days in Chicago and I couldn't speak a word of English. And I thought I was somewhere in San Diego!

ABOUT THE OLD DAYS

It's the big factories. When we rode, we could not live, we could not go Grand Prix riding if we were not friendly with everybody. We had bad cars, bad bikes, bad tools, and anything could happen, so we *needed* to be friends. Like the time we were driving to the Grand Prix in Helsinki in '61 and we found David Bickers pushing his bike with all the tools and parts piled on it up the highway to get to the race. He was going to push from Tolka to Helsinki, which is about from San Diego to Los Angeles. We had a very small DKW truck with a 16-horsepower engine and there were five people in it with our bikes and spares and tools and everything. There were two people sitting in the *driver's* seat. So we had to put his bike up on top and he had to sit on the back because we didn't have room for him inside. And it was raining. But we laughed all the way to Helsinki.

This doesn't happen anymore. The factories run all the teams and they are so much better equipped with everything. I will tell you a story how this has changed. Last year in England when I was Swedish team manager at Trophee des Nations, this guy Victor, who

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MOVING?

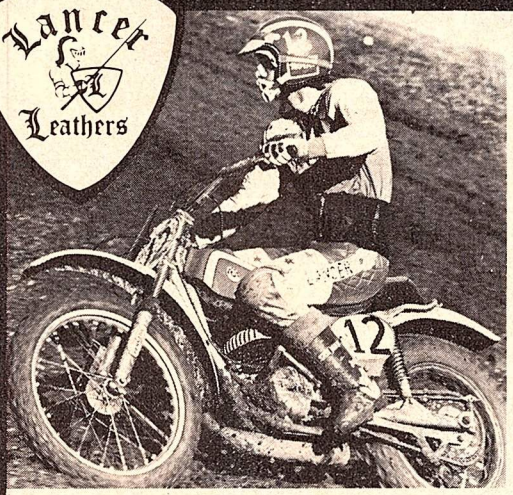
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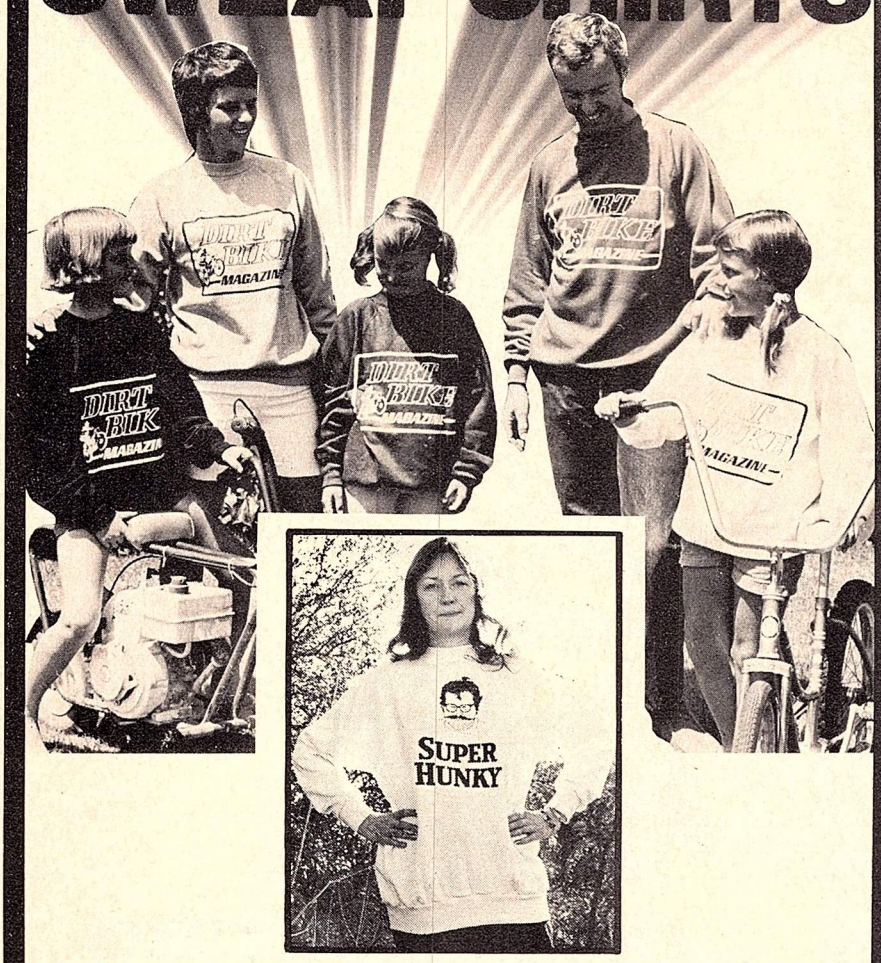
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TORSTEN HALLMAN *continued*

used to be Joel's mechanic when he was riding Jawa, came up to me and I could see something was wrong. He said, "I wish I was back in the old days when everybody was together." He was what we call crying, not crying, but, what's the word? *Emotional.* He pointed out Torlief Hansen's big Kawasaki truck and they had *two* piles of tires. It had started to rain and the Czech riders didn't have good tires enough so they wanted some 4.50 Trelleborgs. He said he just wanted one tire from Torlief but Torlief had said no. You see? This could *never* have happened before. Then you had maybe only one spare tire with you. But still, even if it was your last tire, you gave it to the other guy if he needed it. Poor Victor. I was very surprised that these things had changed so much. *

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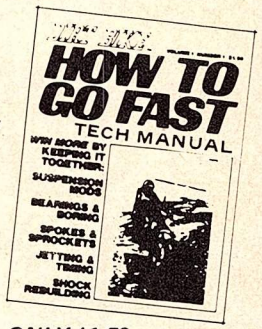
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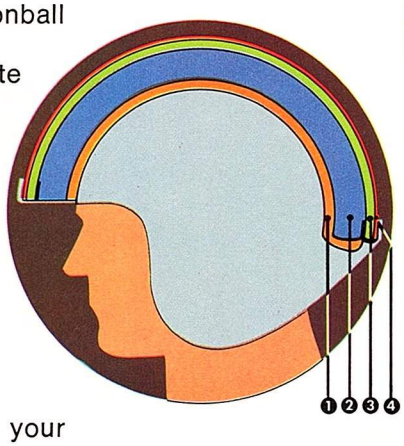




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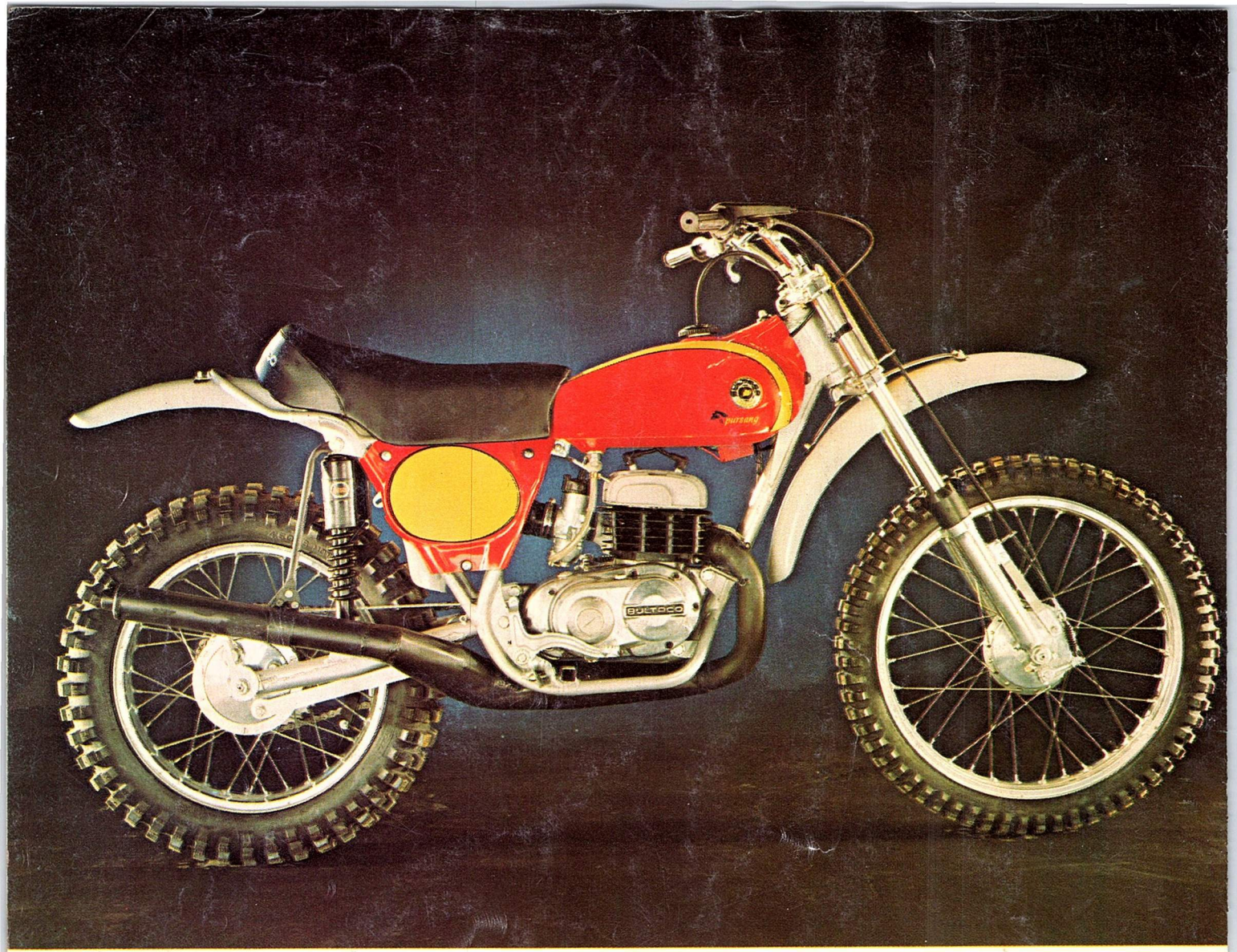




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